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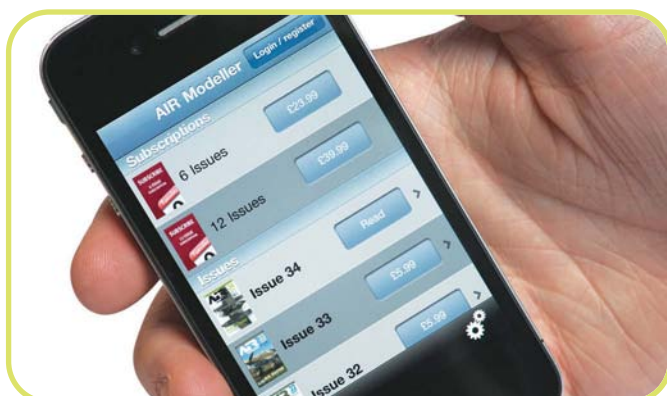
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Dear Readers

AIR Modeller has endeavoured to maintain its high standards since we first started in 2005 and it is with regret that ever-increasing paper costs have forced us to introduce our first increase in our cover price. Starting with Issue 42 AIR Modeller will cost £6.50 an issue on the newstand. However we hope that you will be pleased to know that we have decided to maintain the existing costs for our subscribers offering UK readers a saving of 50p per issue.

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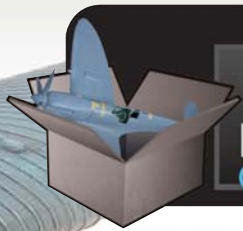
Great Wall
Hobby

DOUGLAS TBD-1 'DEVASTATOR'

At the point the Douglas Devastator entered service with the U.S. Navy in 1937 it was a pretty advanced torpedo bomber, this description was short lived as the rapid pace of aircraft development at the time proved it almost obsolete and certainly outdated in its final combat in the Battle of Midway where almost all forty one aircraft were lost without scoring any direct hits. The Devastator's heroic crews did draw the attention of the Japanese air cover allowing the Dauntless dive bombers to fatally damage four Japanese carriers. It's this period of the aircraft's brief history that is the subject of this brand new kit from China's Great Wall Hobby.



**MARK NEVILLE TEARS INTO THE BRAND NEW
1:48 KIT FROM GREAT WALL HOBBY**



**IN-DEPTH REVIEW
OUT OF THE BOX BUILD**

Great Wall are relatively new to the aircraft modelling market but the few releases they have presented have been very welcome subjects, (cast your mind back to the Editor's FW 189 in issue 34 and look out for a feature on their recently released Black Widow soon) earning them already a reputation for producing very nice kits indeed. The venerable Monogram kit of the Devastator has been the only choice in 1:48 for many decades, it's not a bad kit by any means, but there is little comparison to this high-tech multi-media package aimed surely at the more discerning builder. We've read a few internet moans and groans about the price of this kit, I'll say right now that in my opinion it offers excellent value with highly detailed results straight out of the box, just look at what's included: Two etched frets, although small these are of excellent quality (presumably produced by Great Wall's sister company, Lion Roar), options of a closed or multi-part open canopy, two options of torpedo with ventral belly pan or bomb shackles and plain belly pan, fully detailed wing folds with white metal cast struts, fully detailed Twin Wasp engine with a choice of open or closed cowl flaps, fully detailed cockpit interiors, two choices of markings (albeit both of VT-8 aboard U.S.S. Hornet at Midway) and self adhesive pre-cut markings and canopy masks. All of this with superbly tooled and moulded grey styrene sprues really leaves you wanting for nothing- a very comprehensive package.



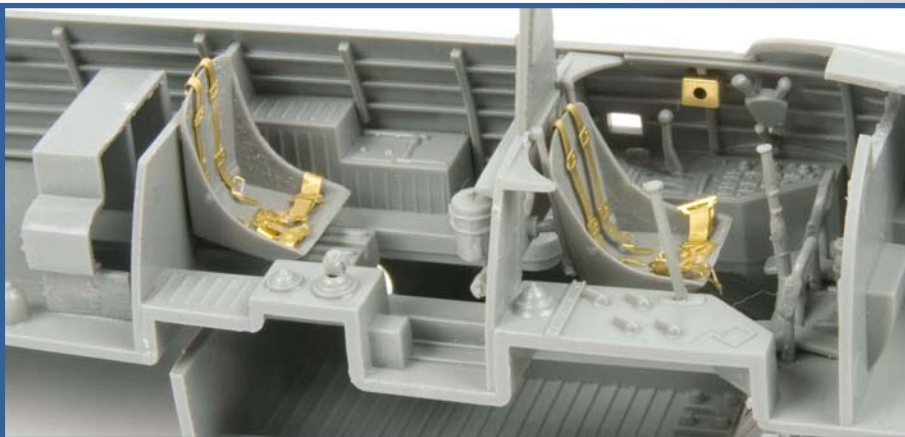
I wanted to give a true reflection of this kit and set out to use basic tools that we all have and hopefully no fillers! Not something essential to avoid but I'm pleased to say all I had to resort to on a couple of joints was a quick brush of some Mr. Surfacer and subsequent fine sanding. I smuggled the kit with me on a short family break and assembled all of the interior parts with a minimal of tools and adhesive on an A4 size cutting mat without any drama except for the usual lost tiny part on the floor. This is the only time having four children benefits modelling activities as they can be organised like a line of police forensics to comb the floor.

No surprises with the design of the kit that has us start with the tripple cockpit. This is where the bulk of the work on this build happens but the results are worth it.

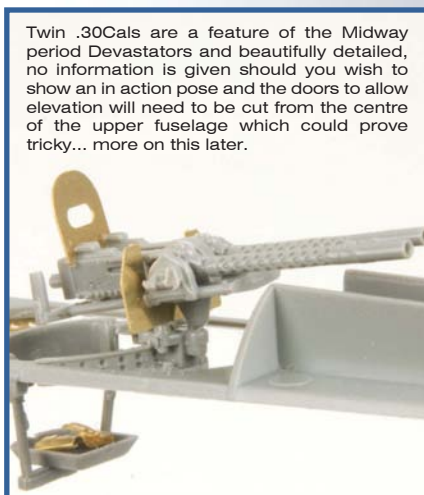
Another gauge of the quality of this kit is the simple fact that I know little about this aircraft so I was left to rely on the instructions to guide me. It would have been helpful to have a few more positional diagrams and enlarged areas where things became a little complex as this is a busy interior. The fit of all of the parts is excellent resulting in no required trimming or sanding to align the fuselage halves around the bulkheads and floors. After the satisfactory dry fit the parts were broken down to allow painting of the interior. There's debate as to whether the Devastator, as a pre-war produced machine, would have a bare aluminium finish? The instructions call for 'interior green' which may have been the case on a repaired or refitted aircraft. I first airbrushed a dark olive green from Lifecolor for shading and then highlighted with Gunze H58 Interior Green.

More Lifecolor acrylics were used to detail paint controls and equipment and AK Interactive washes were used to further enhance the delicate detail. A sharp, soft pencil and bright aluminium paint were used sparingly to suggest wear on crew contact surfaces. Pre cut masks are provided for both sides of the observation window with etched parts providing high levels of detail in the interior and doors of the area.

With the fuselage buttoned up I opted to leave off some of the delicate etched detail around the canopy runners etc knowing this would be damaged with the masking required to protect the painted interior.



Detailed radio station is largely hidden on the finished kit but nicely done nevertheless

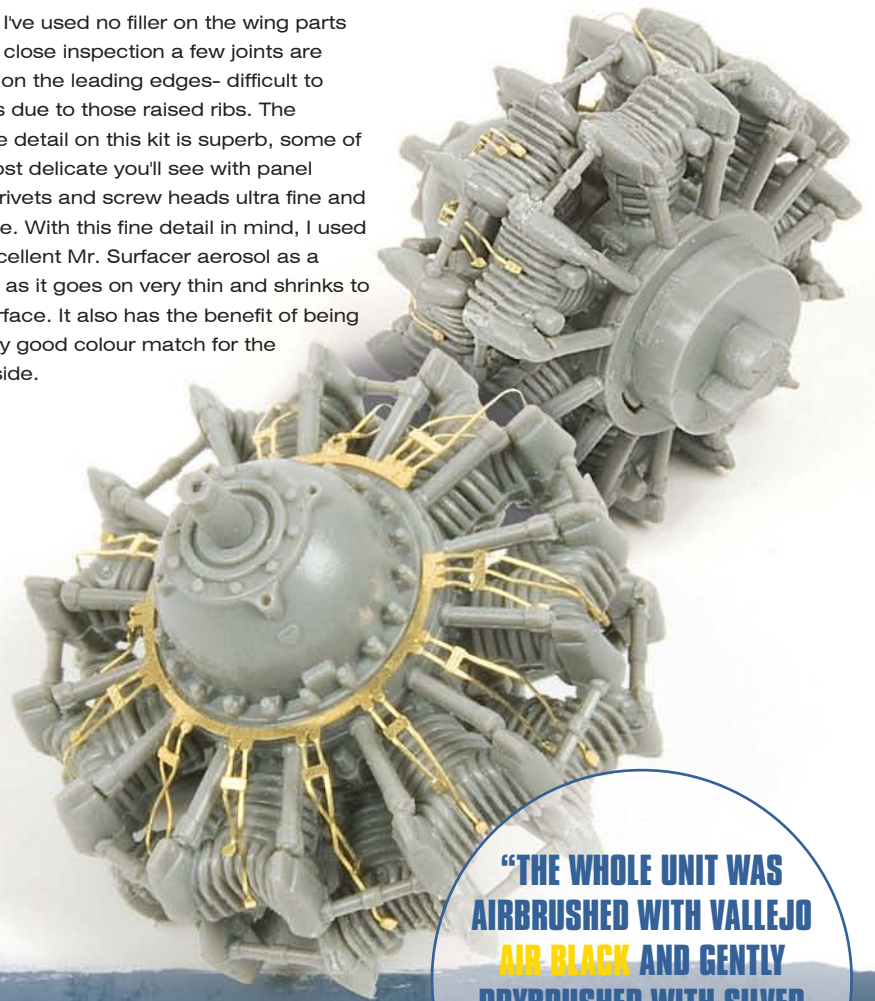


Twin .30Cals are a feature of the Midway period Devastators and beautifully detailed, no information is given should you wish to show an in action pose and the doors to allow elevation will need to be cut from the centre of the upper fuselage which could prove tricky... more on this later.



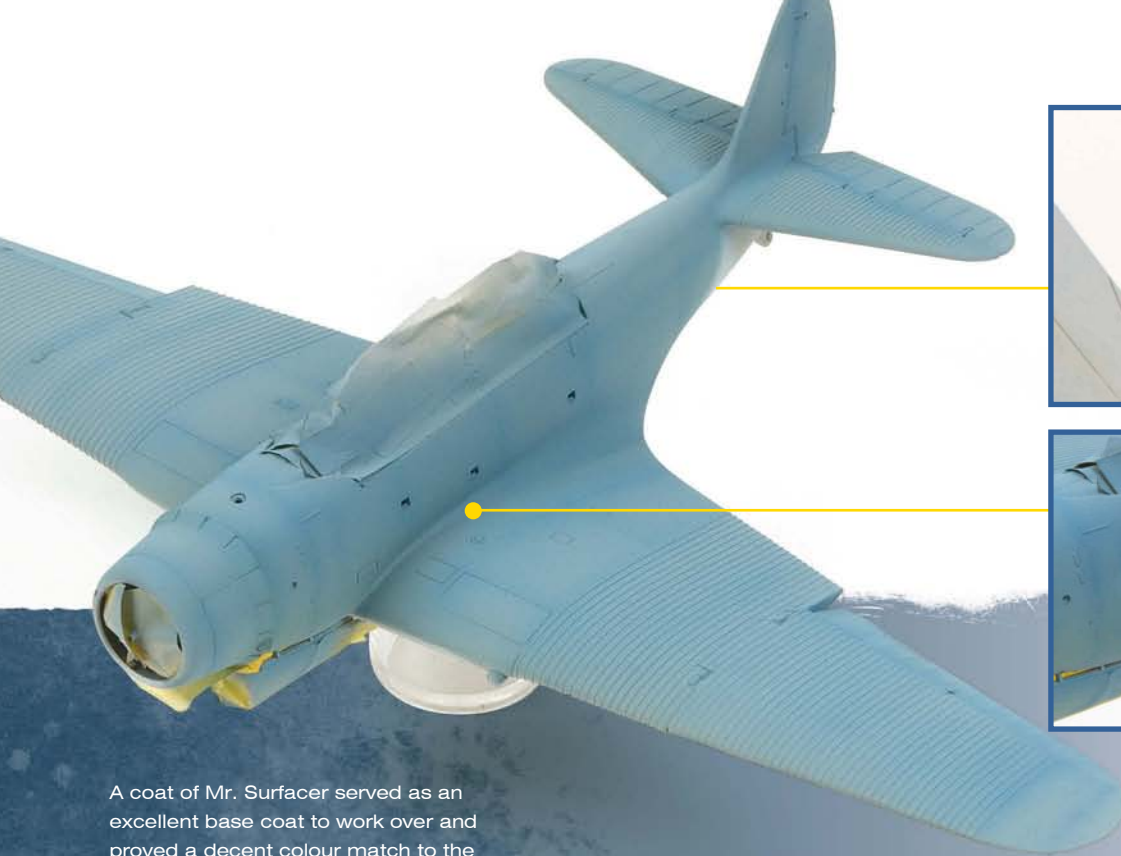
I also masked the assembled and painted engine, complete with its fine etched wiring (again, an enlarged diagram would have been a help here for positioning) The whole unit was airbrushed with Vallejo Air Black and gently drybrushed with silver and rubbed with graphite from a soft pencil. Wiring was detail painted with Lifecolor bright red which when laid on the black gives the correct look to the plumbing. The cowlings are supplied as a single piece with optional single piece for the flaps which all fits perfectly together. Also a (near) perfect fit are the multi-part wings, the first section to be fitted is the underside centre, the upper sections are an equally nice fit and should you wish to display the wings folded no corners have been cut with the finesse of the parts at the wing sections including white metal and photoetched parts.

Again, I've used no filler on the wing parts but on close inspection a few joints are visible on the leading edges- difficult to access due to those raised ribs. The surface detail on this kit is superb, some of the most delicate you'll see with panel joints, rivets and screw heads ultra fine and in-scale. With this fine detail in mind, I used the excellent Mr. Surfacer aerosol as a primer as it goes on very thin and shrinks to the surface. It also has the benefit of being a pretty good colour match for the underside.



"THE WHOLE UNIT WAS AIRBRUSHED WITH VALLEJO AIR BLACK AND GENTLY DRYBRUSHED WITH SILVER AND RUBBED WITH GRAPHITE FROM A SOFT PENCIL"





A coat of Mr. Surfacer served as an excellent base coat to work over and proved a decent colour match to the underside light grey. I'd found a few colour shots on the internet and an excellent piece of colour film footage of Midway. This helped me establish the finished look of the blue-grey which appears heavily weathered in the harsh conditions the Devastators operated in.

I started with a colour mixed from Lifecolor UA 524 US neutral grey UA 234 German lichtblau and added some panel shading with some blue ink cut right down with water. Areas where decals were being applied received a coat of Future (Klear) liquid acrylic.



**"OIL COLOURS FROM THE
MiG ABT.502 RANGE WERE
USED TO ACHIEVE THE FADED
EFFECTS"**

The decals, although well printed, are the weak point of the kit. I opted to use them over the pre-cut masks due to the position of the large markings over the ribs on the wings, I could foresee a problem with airbrushing these but the decals are like leather! I had three types of softening solutions to hand which struggled. Eventually they bedded down to a reasonable standard and a waft over with the base colour toned the stark colours down for a more scale appearance.

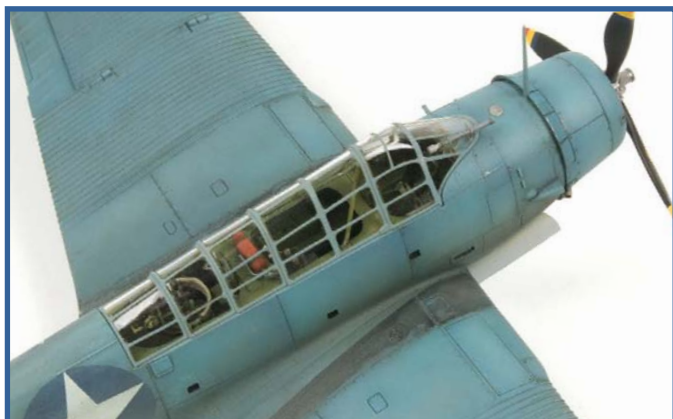




To enhance the detail on the surfaces, a wash was applied using a ready to use product from AK Interactive 'AK075 NATO camo vehicle wash' which is basically a very dark green. Wetting the area first with clean thinner helps the wash flow, this was essential as the surface engraving is so fine. Once the washes were completely dry I used various mixes of two colours of oil paint Abt F500 Gundam Blue and Abt 180 copper oxide blue from the Abt. 503 range available from MiG Productions. As with AK Interactive, the MiG range of finishing products are aimed primarily at armour and

figure modellers but their 'ready to use' nature is perfect if you fancy experimenting with some weathered finishes or simply adding some contrast and nice scale effects. A single colour like this grey / blue I like to give variations of tone and strength of colour to, adding a little realism and interest to the model referring to photographs along the way so as not to go overboard (no pun intended...) The oil colours are 'scrubbed' on to the surface, virtually dry on the brush, and can be blended for some time after. A quick coat of artist's matt acrylic varnish gives

everything a uniform surface. As the oil paint dry-brushing / scrubbing is quite brutal, any fine, delicate parts were left off until the process was finished. I also waited until now to add the landing gear which is well detailed with sound locating points. The weighted tyres require some finishing around the central join but look good finished in Vallejo black/grey, a good realistic rubber colour which looks far better than straight black. Our esteemed editor is also singing the praises of the new Lifecolor acrylic set of 'blacks' depicting various rubbers which I must take a look at.



Another favourite black of our's is Vallejo Air Black- this was used to spray the prop blades with the hub finished in Mr Metal Colour Chrome Silver with a subtle grey wash over to knock back the 'bling' finish slightly. In hindsight I would have masked and painted the colour bands on the tips of the blades as decals never tend to match the shape 100% and I resorted to touching the gaps in which I'm not entirely happy with. The moulding of the parts includes a very faint line to aid the painting process of the three colours- I'd recommend this route for the best finish.

I'd been dreading the canopy. It's like a greenhouse with around forty separate sections to mask. I went for the 'easy' option of the closed glazing, but this turned out not to be the case...The clear parts have excellent clarity and sharp detail down to the fine rivets which is important

on this very prominent feature of the Devastator. Great Wall should be commended for supplying not only the two options but also pre cut masks to aid the modeller with the difficult task. I remembered the difficulty David had with such masks on Great Wall's Fw-189A but again, to give a true reflection of the kit 'out of the box' I began to pick them from the sheet with fine tweezers but unfortunately hit the same problems that 'Chef' Parker had with the little Focke. After around twenty minutes the masks start to un-peel themselves and I wasn't happy with the fit either. I resorted to the fall-back plan of burnishing the whole canopy with Bare Metal Foil, a cocktail stick working the foil into the sharp detail ensured the new No.10A scalpel blade would give a sweet and sharp line to the frame.

A coat of interior green down first (to allow the colour to show on the inside of the frame) this was followed by the blue/grey, a total of around three hours of masking and spraying but a satisfying finish was the result. With the canopy looking sweet I was on the home run, or so I thought- the closed canopy does not sit over the twin .30Cal MG assembly! Not just a little either, it was obvious I had to loose some height off the MGs so removing them I trimmed down the central mounting post by around 4mm and the upper shield had to be removed completely. Thinking I'd fitted something wrong I looked back over the instructions, the upper shield (an etched brass part) is shown in the first sub-assembly but doesn't appear in any subsequent illustrations in the plans.



There is no indication as to how the .30Cals should be positioned 'in action' either, plus the doors to allow elevation of the guns are integrally moulded into the fuselage. Given the excellent quality of the kit this was all very frustrating and certainly not what I expected. With the canopy finally in place the finishing details such as the torpedo sight were fitted up and we were pretty much complete. Hindsight being a wonderful thing, what would I have done differently with this kit?



**"THIS IS REALLY AN
EXCELLENT NEW KIT. THE
FEW NIGGLES WOULDN'T
PREVENT ME FROM
HEARTILY
RECOMMENDING IT"**

I think I should have assembled at least one of the wings folded to show you as the detail looks superb in this area, I would have opted for the open canopy (at least the rear section to avoid the fit problem I encountered) and maybe given the masking and spraying of the main markings a go, the decals are ok but need some persuading to bite into the fine surface detail (although you may already have some aftermarket decals for the Monogram kit in your collection?)

This is really an excellent new kit. The few niggles wouldn't prevent me from heartily recommending it to any modeller with a little experience, a very detailed model can be built from the box. I'm sure further versions of the Devastator will be released, there's a few tell-tale signs on the sprues such as early features like the single .30Cal and level bombing version features - the yellow winged aircraft are certainly pretty!





Our thanks to the Airbrush Company who are the UK distributors of Great Wall Hobby kits, as well as Lifecolor paints. In our review of the Great Wall P-61 Black Widow in the last issue we forgot to mention this and that Great Wall kits can be ordered directly from the Airbrush Company at www.Airbrushes.com
Our thanks also to MDC the importers of Mr Hobby products www.modeldesignconstruction.co.uk



DOUGLAS TBD-1 'DEVASTATOR'

LUIS MIRA'S TAMIYA SALAMANDER

“NAKED”

HEINKEL HE-162



While Hitler and other high-ranking Third Reich officials shelved more daring, extravagant projects at the beginning of the war, desperate development was needed towards the end.

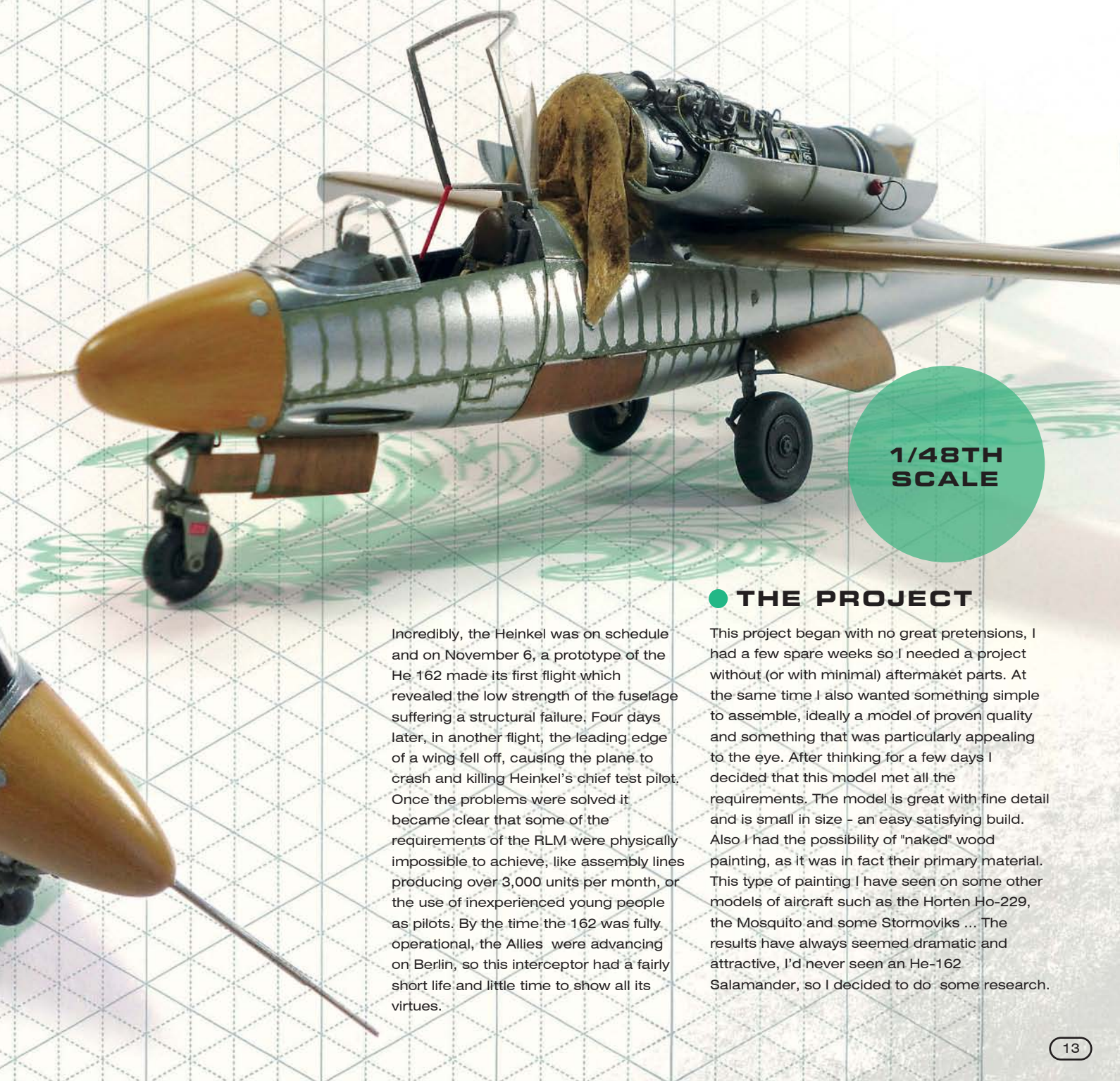
The need to defend against the mass bombing raids had resulted in the effective Me 262 fighter and not so effective, Me 163 but the war meant a lack of resources and materials in Germany, so in September 1944 the RLM issued an order for a new fighter that was light, manufactured in wood and other readily available materials, whose manufacture could be carried out by untrained operators and for the aircraft to be flyable by boys of the Hitler Youth with previous experience in gliders. These requirements show the degree of desperation in Germany during the final months of the war.

“AT THE SAME TIME I ALSO WANTED SOMETHING SIMPLE TO ASSEMBLE, IDEALLY A MODEL OF PROVEN QUALITY AND SOMETHING THAT WAS PARTICULARLY APPEALING TO THE EYE”

However the project was progressed and resulted in the 'Heinkel He 162 Volskjäger' (peoples fighter), Heinkel had the advantage of having previously designed similar aircraft and the RLM issued a request for development with immediate effect, and that the fighter should be ready in a record period of three months. Heinkel was focused on finalizing the draft scheme in late October, while some prototypes were already being built.

The He 162, also known as 'Salamander' had a monocoque fuselage made of glued wood and aluminium with an elevated cabin and a single BMW 003A-1 engine triggering an alternator and a hydraulic

pump. The unusual location of the engine made the designers resort to a double tail for the free flow of exhaust gases and the use of an ejection seat using explosives, with such a vacuum behind them, the pilots stood little chance of survival if bailing out. Initially a couple of deadly Mk-108 30mm guns were installed, but the recoil forces did not sit well with the fragile structure of the Salamander so they were changed for lighter MG 151/20 20mm. This change went from version A-1 to the final A-2. The He 162 was off the ground!



**1/48TH
SCALE**

● THE PROJECT

Incredibly, the Heinkel was on schedule and on November 6, a prototype of the He 162 made its first flight which revealed the low strength of the fuselage suffering a structural failure. Four days later, in another flight, the leading edge of a wing fell off, causing the plane to crash and killing Heinkel's chief test pilot. Once the problems were solved it became clear that some of the requirements of the RLM were physically impossible to achieve, like assembly lines producing over 3,000 units per month, or the use of inexperienced young people as pilots. By the time the 162 was fully operational, the Allies were advancing on Berlin, so this interceptor had a fairly short life and little time to show all its virtues.

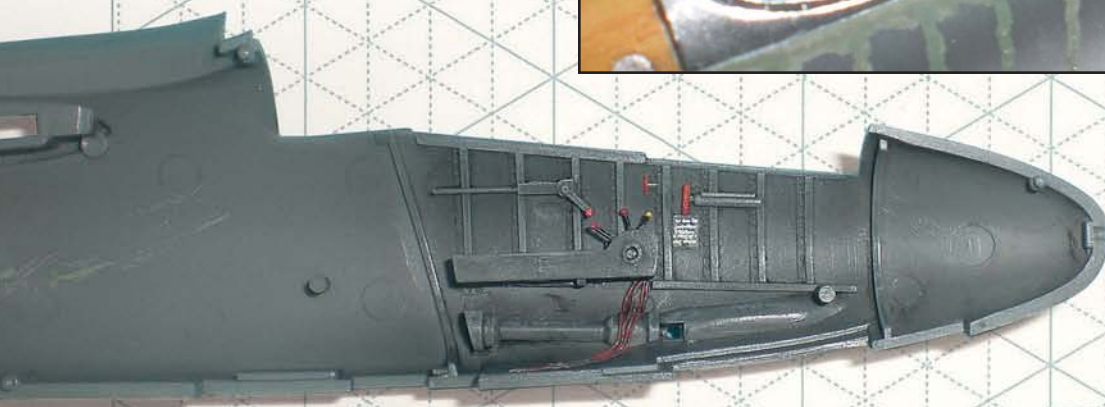
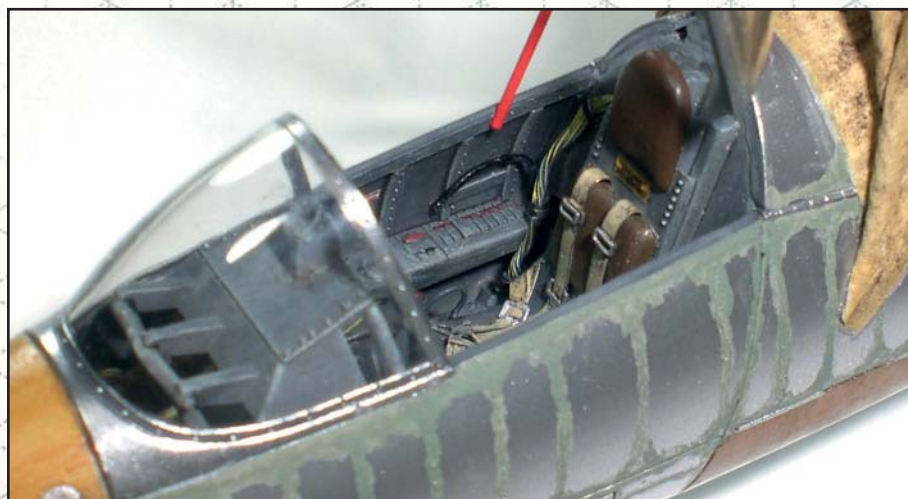
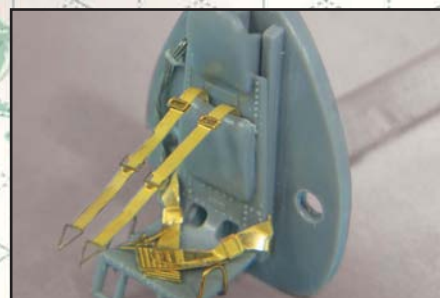
This project began with no great pretensions, I had a few spare weeks so I needed a project without (or with minimal) aftermarket parts. At the same time I also wanted something simple to assemble, ideally a model of proven quality and something that was particularly appealing to the eye. After thinking for a few days I decided that this model met all the requirements. The model is great with fine detail and is small in size - an easy satisfying build. Also I had the possibility of "naked" wood painting, as it was in fact their primary material. This type of painting I have seen on some other models of aircraft such as the Horten Ho-229, the Mosquito and some Stormoviks ... The results have always seemed dramatic and attractive, I'd never seen an He-162 Salamander, so I decided to do some research.



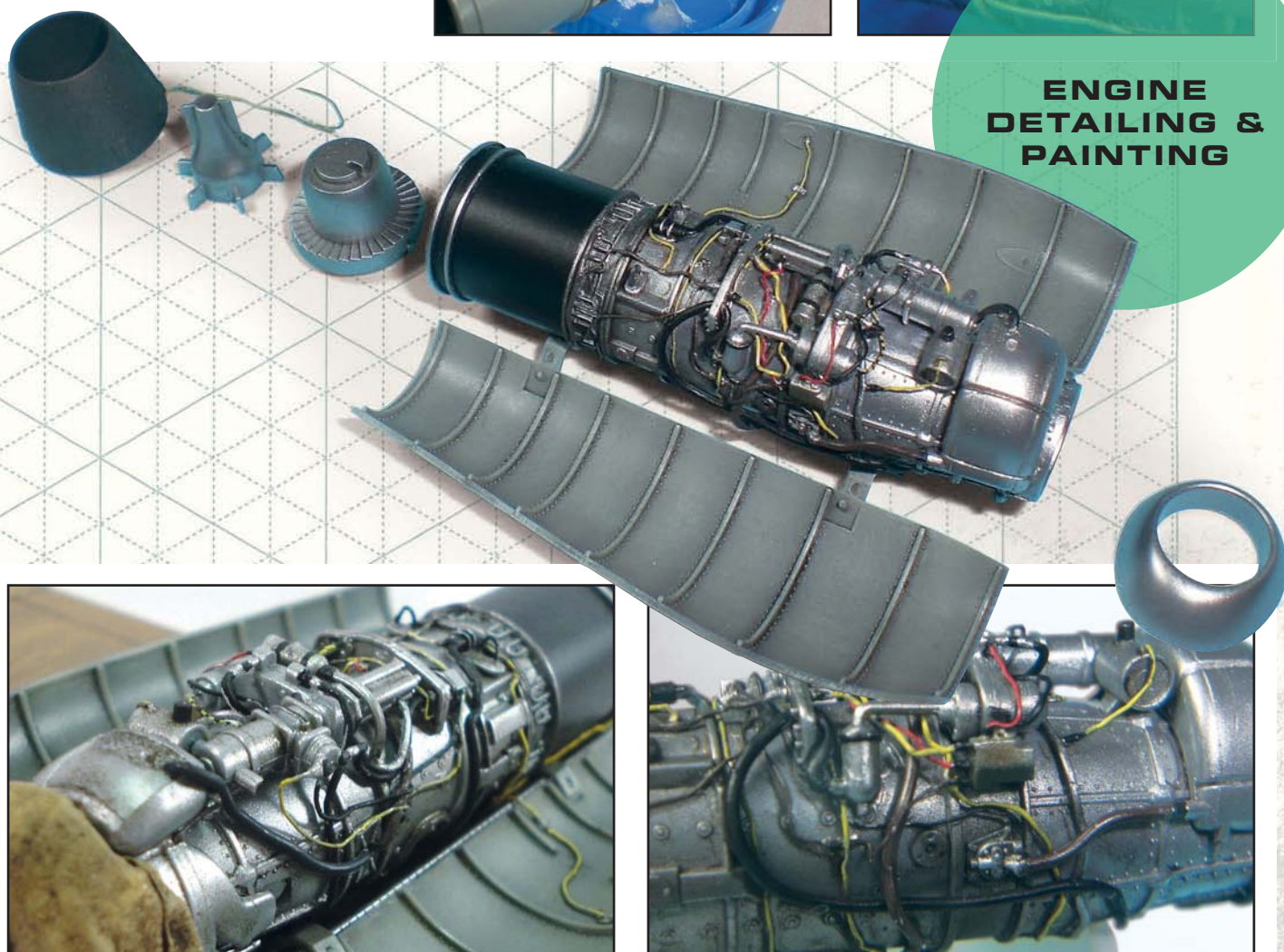
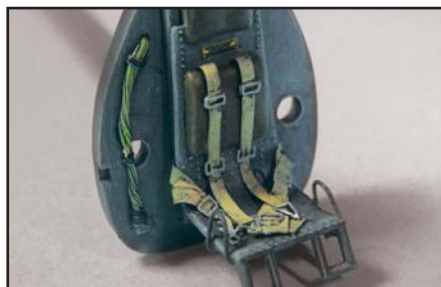
● THE MODEL

The model, as I said before, needs no introduction. It's a typical Tamiya kit with some fine and exceptional detail. I started the project as usual with the cockpit. The side panels and consoles were detailed working from photos and diagrams using 0.2mm wire, I also added some stencils and plates simulating various details such as the throttles. Further additions were seat belts from Lion Roar and the photoetched pedals by Eduard.

The entire cockpit was painted by airbrush in RLM 66, once applied the base coat is darkened with a little black and RLM66 to give shadows in the recesses of the cockpit. To highlight some beautifully detailed relief moulding, I dry brushed gently with grey.



For details such as levers, belts, and the seat, Vallejo paints are applied with a brush. Once this is done I applied a wash of oil paint in earth tones and umber. With this, a little highlight is given to the detail while integrating the different colours. For the instrument panel I decided to use the wonderful Tamiya decals, perfectly setting using micro-liquid / micro-set . The dial faces are made of acetate sheet.



The BMW003 engine provided by Tamiya is also excellent. Of course I did not want to miss this opportunity to show it off, so I started looking for photos of the same unit in wartime shots and engines restored in museums.

For detail various materials were used, for connectors I used brass hollow rod with a diameter of 0.5 mm and for wiring and piping used different cable thicknesses of lead wire (0.2, 0.3, 0.5 mm ...) This wire is perfect for these details because they are so malleable and give you some curves that would be impossible with more

tougher material. You have to be careful with the finest of cable 0.2 mm as it is very easy to split because of its extreme thinness. The painting itself was done mostly with an airbrush, starting first with the metallic parts. To do this apply 2 thin layers of aluminium metallic paint from the Lara brand. It is a very thin acrylic that 'bites' perfectly to either bare or primed plastic.

Once dry I start to apply effects of steel and shades of heat effects, this starts to highlight the details. Then, when the metal

effects are dry I proceeded to paint all the cabling and plumbing. For this I use Vallejo paints and a brush very fine 4/0 for the thin wires and 1/0 for thicker pipes. Further weathering was done just like the cockpit using oil paints in earth tones by Cassel and gradually built-up until the details stand out to my liking.



The insides of the engine covers are painted with RLM 02, the colour I chose is H70 from Gunze acrylic, I think this is a more accurate colour than the Tamiya brand, mixing a few drops of H70 black I used this as the tone for shading the recesses and the H70 mixed with 10% of white for highlights. To finish I dry brushed the tops with grey Vallejo along with a burnt umber earth filter mixed with black (all oil paint, brushed), once dry I applied a coat of satin varnish.

At this point I start to detail the landing gear brakes by adding the pipes with wire of 0.3 mm, hydraulics are painted with Humbrol chrome. Although the kit is very high quality there's always details which will enhance a model. A very simple pitot was added from 2 needles, a 0.8mm and one 0.5 mm to

which I rounded the tip and get a realistic look with just over 30 minutes work.

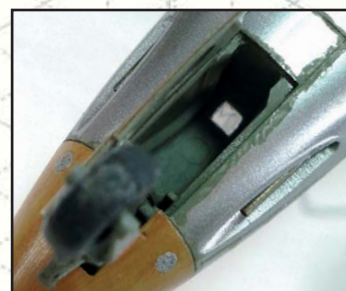
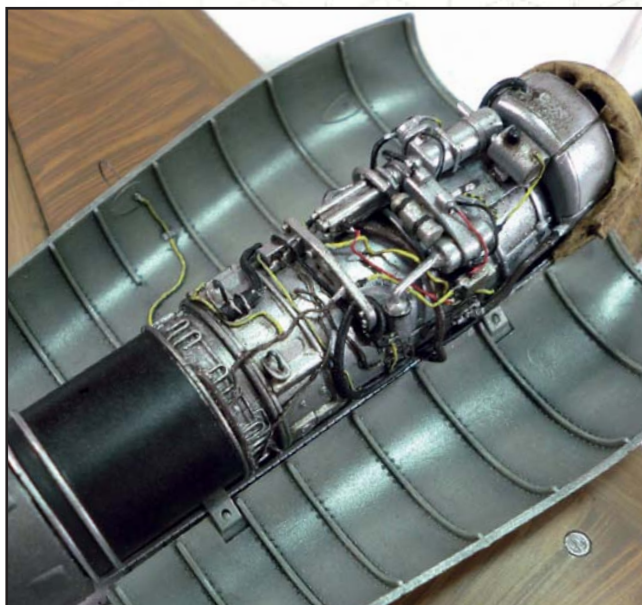
Other simple details that I decided to change are the 20mm MG 151 cannons. To do this I also use 0.8 mm needles, heated them with a flame to give a realistic finish. At this point I begin to assemble the fuselage and wings, as I said earlier without any complication, everything fits perfectly, some parts, such as elevators supplied separately I prefer to paint separately as the perfect fit will allow it.

I used very little filler in this model, but I had to sand it thoroughly with fine 1500 and 2000 grit paper. Riveting and the putty applied to the aircraft before paint was also simulated to enhance the 'naked' feel. The early He-162 was mostly duralumin

simulated by 'aluminium' Lara paint and a mixture of aluminium and steel in different panels.

The tailplane was light metal for which Lara aluminium used too, but this time mixed with Tamiya matt white acrylic. One of the panels behind the engine had an heat resistant lining. For this, I used steel Lara paint mixed with a few drops of Tamiya matt black.

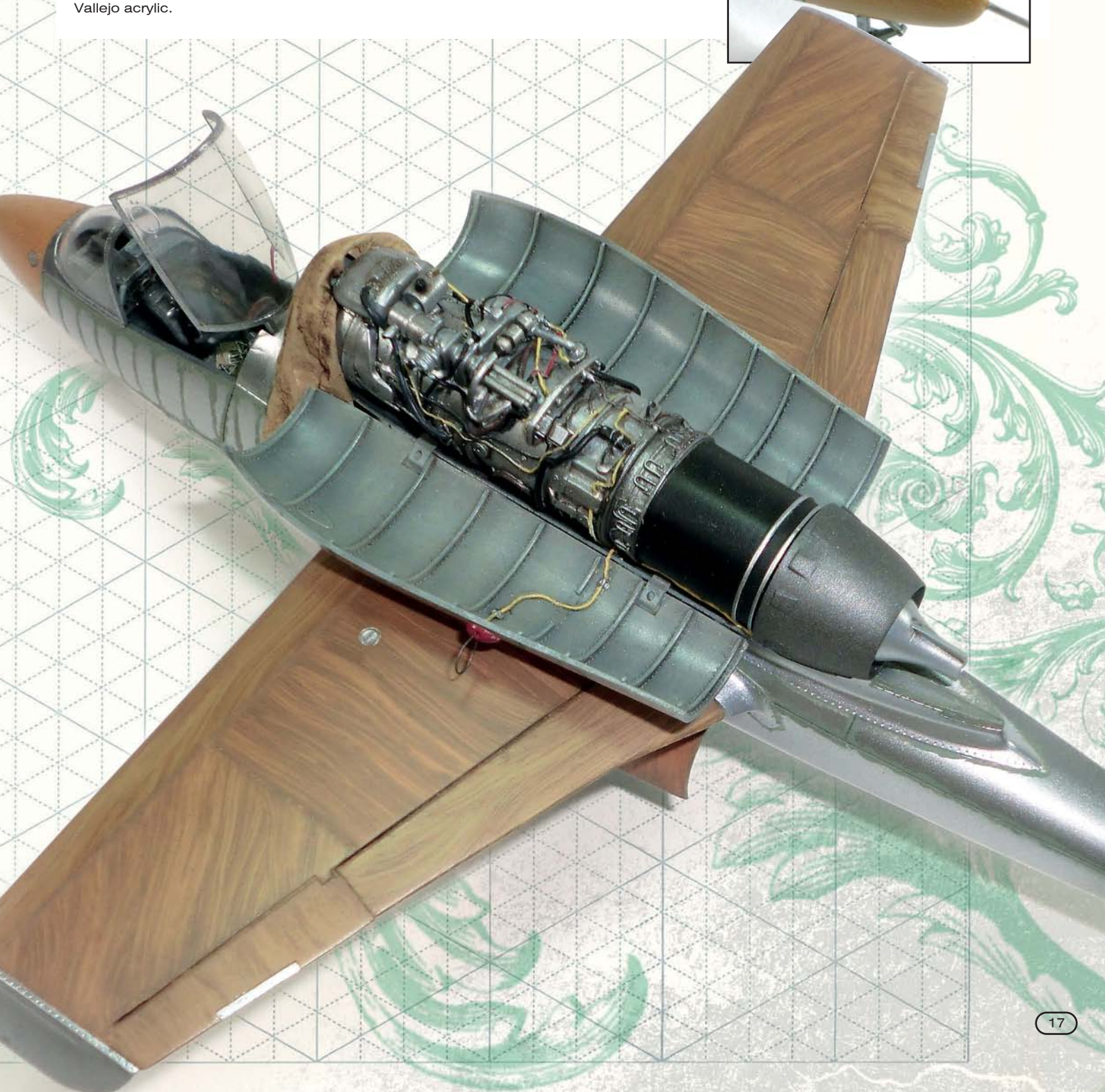
Once thoroughly dry, the metallic parts were polished with a chamois leather, highlighting more the metallic effect. An oil wash of burnt umber and black along panel joints finished the bare metal areas.



Leaving one day drying time for the oil paint, I tried Vallejo paints to get the RLM 02. In the end, I think I got a pretty correct RLM 02 mixing 10 drops of green 70893, 10 drops of 70 820 white scroll and 2 drops of 70 950 black. As the resin / putty applied to panel lines in manufacture was applied by brush, I decided to apply it in fairly thick layers with a fine brush, I think it simulates a more realistic finish than if I'd used an airbrush.

Now it's time to simulate the different wood tones and grain. For the wood I relied on a technique that my friend Chema Martinez told me, a master at simulating wood. The technique uses two different materials: oil paint and the other Vallejo acrylic.

The nose of the plane was moulded in plywood in one piece. I masked the metallic areas and airbrushed a coat of Tamiya XF-57. An hour or so later I gave it a sponge with a layer of natural oil colour and immediately wiped the surface with a small piece of sponge removing the surplus colour, creating the grain of the wood. I also applied thinned Tamiya orange in streaks and removed the masking as quickly as possible so as not to damage the metallic finishes.





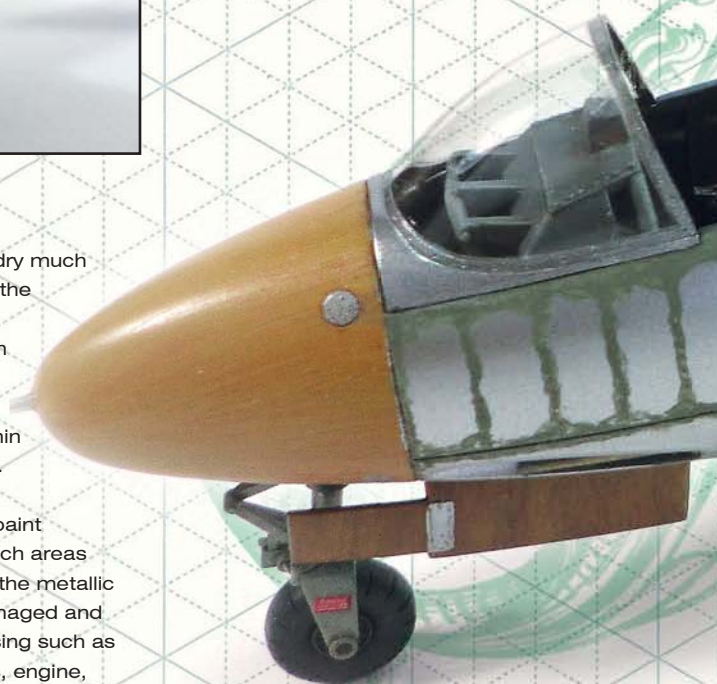
● THE COMPLETED MODEL

On the tops of the landing gear and the wheel wells I used the same wood finish technique, but this time varied the wood tones further with XF-57 and burnt umber oils and applying several coats of varnish, then orange.

The wings are painted with acrylic Vallejo. Although apparently a single piece they were not, each wing had several panels of wood and I wanted to represent them with different grain. For the wings I used Vallejo acrylics, I did a few tests first on spare parts. To create the wood effect I masked the metallic finishes again and then loaded the airbrush with Tamiya XF-59 applied as the base coat. This was polished with 2000 grit paper to a very smooth surface. After this masking was applied panel by panel and the grain painted the same way as with the oil but with Vallejo acrylic. Working with the acrylics in the same way as the

oils, but faster because they dry much quicker than oils. I alternated the colours slightly and changed some directions of the grain in order to give more realism. Once the grain effect was to my satisfaction, a couple of thin coats of varnish were applied.

After a couple of days of the paint hardening I returned to re-touch areas damaged by the masking on the metallic surfaces which are easily damaged and mount the parts that are missing such as landing gear, wheels, rudders, engine, canopy ...





**"I DECIDED TO
ADD A CLOTH
COVERING THE
FRONT AIR
INTAKE OF THE
ENGINE MADE
WITH PAPER
NAPKIN MIXED
WITH DILUTED
WHITE PVA
GLUE"**

To complete the model I decided to add a tarpaulin covering the front air intake of the engine made with paper napkin mixed with diluted white PVA glue. Once dry I painted this with acrylics and gave a weathered and aged finish. This gives an interesting touch to the model.

To finish this article I will say that I enjoyed this short project very much and I have addressed some very unusual finishing techniques. I'd like to dedicate this to my future wife for putting up with my hours at the work-bench.

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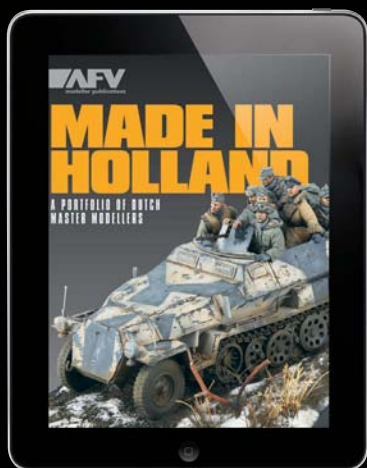
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F101

Voodoo

Petri Ola models the McDonnell F-101B



1:72



With a weight equal to a WWII medium bomber and more than twice the thrust of F-104 Starfighter, the Voodoo was big and powerful. It also had elegant lines – to me it has always epitomized the Century Series fighters.

The twin seat B-version was developed from the earlier single seat variants as a stopgap solution until the F-106 was available to the USAF. It was never meant to be a dog fighter, in fact there were severe limitations on its handling to avoid the dreaded pitch up that plagued all Voodoo variants throughout their service.

The B-version never fired its weapons in anger. The only Voodoos that faced the enemy eye-to eye were the single seat reconnaissance versions that flew with distinction over Cuba and Vietnam. However, F-101B served with USAF and ANG units until 70's, and in Canadian colours they flew until mid 80's when they were replaced by CF-18's. And even if they didn't fight in a live war, they took active part in the Cold War by regular interceptions of long-range Soviet reconnaissance planes.

I chose to model a plane that flew with 444th FIS. The Squadron converted to F-101B in 1960 from F-86L, and flew the Voodoo until 1968, when it was deactivated. The plane that I modeled (57-0334) was then handed over to the Canadians.



The kit – and some extras

The Revell kit of the F-101B is by far the best one available in 1:72. There is an older Matchbox offering, and Hasegawa have done the single seat variants in 1:72. For those who like their models bigger, Monogram has an excellent F-101B in 1:48. I like small-scale stuff, so Revell it was then. Unfortunately it is currently out of production, but can be found at the usual places if one is happy with a second hand example.

The kit has delicate engraved panel lines, and excellent surface detailing. The lines of the original are well captured, and it has all what it takes for a great out-of-the box build. However, I chose to improve certain areas by additional detailing. There aren't many aftermarket goodies available. The ejection seats by True Details (04321) are well worth hunting down. However, with a little bit of work the ones supplied by Revell can also be made into very nice replicas. Airwaves has PE frets originally intended for the Matchbox Voodoo. They are useful, available and aren't expensive. The decals for this project came from an old Microscale sheet (72-306). I also used parts from the Revell sheet that came with the box.



construction

The build progressed without any drama. The fit generally is good. Little care is needed when fitting the cockpit tub inside the fuselage: the nose landing gear well comes as a separate item, and the roof of this interferes with the bottom of the cockpit tub. Some sanding and fitting is needed here to get them both to their proper places. I'll focus now on the parts that received the extra work: landing gear, cockpit, the missile bay and afterburners.

As mentioned, the nose landing gear bay comes as a separate part. This has moulded in detail, but I decided to add more, mainly tubing and wiring to create more depth to it. The main landing gear bays are a different matter: there is some detail on the interior of the wings, but the bays are completely open. I decided to box them in with plastic card, and then using the reference pictures added frames, wires and couple of springs made from thin copper wire. The landing gear struts

were also worked on. I added torque links from the Airwaves PE fret, brake lines and just generally tried to make them look busy. When building in 1:72 it pays off to be extra careful with keeping everything thin and fragile looking. The landing gear struts were then painted with Alclad Aluminium and given pin washes with black. The wheels are OK, but decided to detail the interior hubs bit more. I also added a tread pattern to all wheels.

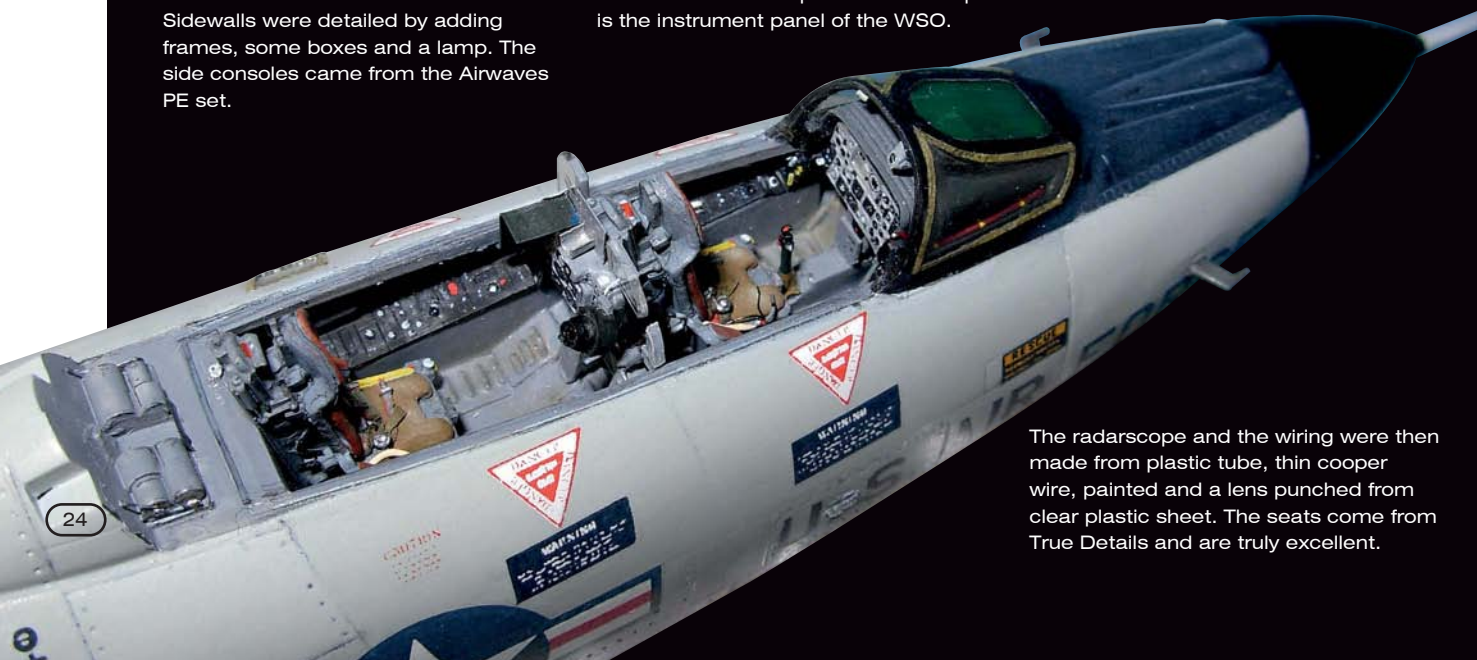
cockpit

The cockpit tub gives an excellent base for adding extra detail. I used the instrument panels provided in the kit with some modifications, especially in the rear cockpit.

Sidewalls were detailed by adding frames, some boxes and a lamp. The side consoles came from the Airwaves PE set.

The basic colour in the cockpit is Dark Gull Grey, which I mixed from Vallejo Dark Sea Grey and white. Better to make it too light than too dark - otherwise very little of the work done will be visible. The focal point in the cockpit is the instrument panel of the WSO.

The coaming was made from lead foil. There are two Plexiglas panels dividing the rear from the front and these were made from clear plastic.



The radarscope and the wiring were then made from plastic tube, thin copper wire, painted and a lens punched from clear plastic sheet. The seats come from True Details and are truly excellent.



canopy

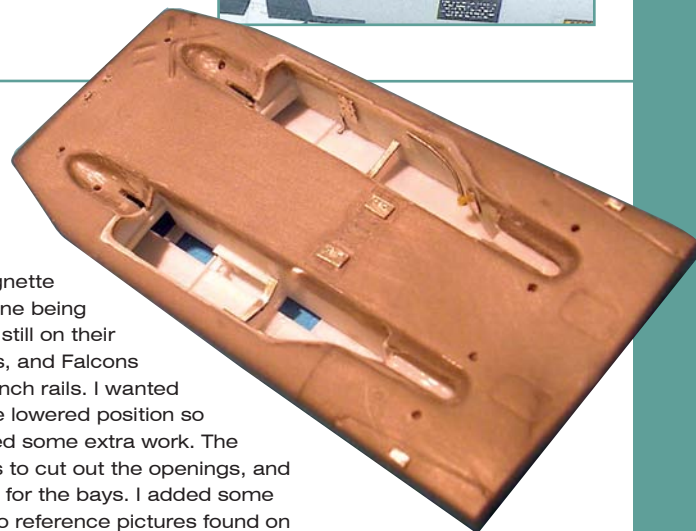
I used the transparencies of the kit, but thinned down the edges. After polishing and a dip in Future they looked Ok. Some of the interior canopy framing is from the Airwaves, and the rest of the frames were done with strips of black electric tape, which were sealed with Future prior to painting. The support mechanism of the canopy was built from scratch since the one that came in the kit seemed way over scale and too simplified. This is, of course, a matter personal taste.



missile bays

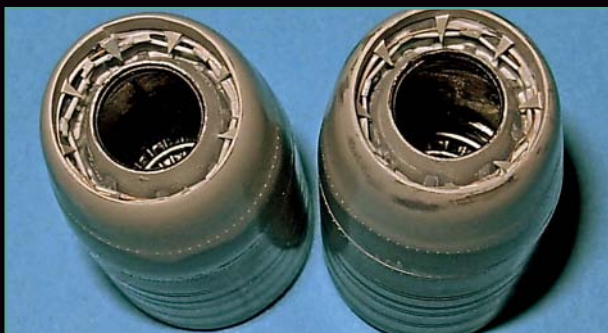
Voodoo has an interesting missile bay: it consists of a revolving door with missiles carried on both sides. The plane being modeled here came from block 90, and by the mid sixties the weapon system of most planes had been updated to be able use the Genie rocket carrying a nuclear warhead. This was really a rocket, and not a missile. The plan was to fire them into the mass of incoming enemy bombers and then make the fastest possible escape. In flight the Genies were carried externally and the Falcons internally.

I had a plan: the vignette would show the plane being armed with Genies still on their transporting trolleys, and Falcons already on their launch rails. I wanted the rails to be in the lowered position so the bay door needed some extra work. The first thing to do was to cut out the openings, and then build the walls for the bays. I added some frames according to reference pictures found on the web, and added some wiring. The launch rails were built from plastic card and rod.



afterburners

These are massive, and dominate the look of the twin seat Voodoo when seen from the rear. Note that the single seat models had different afterburners. The basic shape is good, but lot of detail is missing. I started by adding some visible details to the interior. The trailing edges were too thick, and looked bit too short. Gluing a strip of thin plastic card to the interior, and then finishing the exterior by filling with thick superglue, which was sanded and polished smooth and thin, fixed this. The little bits and pieces at the rear were then fashioned - following reference pictures closely - from plastic, copper wire and aluminium foil. Finally the exterior was riveted, and sprayed with Mr Surfacer 1000 to blend everything together. The afterburners were given several misted coats of Alclad Pale Burnt Metal to act as the basic colour. On top of that I misted Alclad Steel in irregular patterns, and Alclad Jet Exhaust to the rear. The rivets and panel lines were accentuated with a black acrylic wash, and finally both afterburners were given a treatment with CMK pigments.



The afterburners of the Voodoo are massive, and they have a very intricate structure. Details were added from wire and plastic. I rebuilt them both but it would have been smarter to make a master and then take resin copies of that.



painting and decaling

Painting the little Voodoo was straightforward. However, before starting with the main colours the whole plane was given a base coat of White Mr Surfacer 1000 decanted to the airbrush. The intake areas that were going to remain white were then given a coat of Tamiya gloss white and masked.

basic scheme

Except for the nose and the natural metal areas at the rear the plane was overall ADC grey. I prefer not to use any preshading, but nevertheless to facilitate the masking decided paint the black areas first. So the nose and the anti-dazzle panel were sprayed in Tamiya Semi Gloss black. I have this personal problem of needing to have a photograph of the plane I want to model. This particular plane appears in a photo in the Voodoo Warpaint (Warpaint no. 47, p. 9) and it shows dark areas also at the intakes.



I hesitated between black and Insignia Blue, but finally decided to paint also them black. The metal areas at the tail were painted next using Alclad Pale Burnt Metal dusted lightly over Alclad Aluminium.

After this everything was masked, and several light coats of Xtracrylics ADC Grey were applied. I chose to lighten the last coats, and also added Xtracrylics gloss varnish to them. This I did for two reasons: firstly, I lightly sanded the model with Micromesh cloth after each layer. Hence on some areas the darker version of ADC Grey appeared in irregular patches to break the monotonicity of the basics colour. I aimed at a very subtle effect. Secondly, I felt that with the added extra gloss varnish it was easier to get a high sheen after polishing with Micromesh. I didn't want to add too many layers of varnish to the model. Some panels were also picked out in a slightly lightened version of the basic colour since these were visible in the picture I had of the plane.

decals

Decals came mostly from an old Microscale sheet 72-306. Some stencils were taken from the Revell sheet and the US national insignias are from a Superscale sheet. The Micro and Superscale products performed marvelously together with Micro set and Sol. The Revell stuff on the other hand caused some extra work. They were rather thick, so I placed them on a pool of Future and after they had dried, covered them with another layer and sanded the edges. I repeated this until the carrier film wasn't visible anymore.

The grey walkways on the wings were masked, sprayed black, and then the black boundaries were masked with strips of masking tape, and airbrushed grey. The 444th FIS planes had yellow and green stripes on the back as squadron colours. Some planes had only a single green and yellow, like the 70-326 that came on the Microscale sheet. The 70-334 that I wanted to do had two green ones and one yellow so these were masked off and painted using Vallejo colours matched to the Microscale tail stripe.

a confession

The intakes are a bit of a problem: the splitter plate inside the intake is way too thick, too short and the curvature is not right. I thought about fixing this but chickened out. Hence I made a pair of FOD covers and hung "Remove before flight" tags from them.





1 Basic colours have been painted. For the grey I used Xtracrylics ADC Grey, and sprayed it in several light layers with polishing in between using the Micromesh clothes.



2 Decaling on the way. The grey walk areas were masked and painted, as were the yellow and green stripes on the spine.



3 The model has received the first two washes. I like to do this at several different steps, this time starting with a couple of light washes with Payne's Grey oil paint trying to keep the overall effect subtle and not too uniform. Undersides after the aileron joints were given a wash with black oil paint. The exhaust area was dealt with later.



4 Most of the cockpit details were added after the decaling and weathering was done. The seats come from True Details and I only added some tubes and wires to them. The radar operator's panel was detailed using plastic and aluminium. The same thing from port – the radarscope was built from plastic tube and painted black-grey with a piece of clear plastic as a lens.

weathering

The planes flown by Air Defence Command were usually very, very clean and well maintained. I've read that the crew chiefs were proud of their planes and very demanding. The reason why I went for this particular plane is that it was about the dirtiest one I could find. Still, the weathering was kept light. I started by applying a grey oil wash to panel lines, emphasizing some lines more than others. Certain selected panel lines around the exhaust area, as well as the aileron joints were given a black wash. Some stains were added, and the model given a coat of 1-1 mix of matt and satin varnish which was then gently rubbed to an even shine with Micromesh. The anti-dazzle panel got a coat of matte varnish, and the radar dome at the nose an extra polishing to make it bit shinier than the rest of the plane.

the base

This was kept simple: a piece of tarmac made of leftover board material that had the seams between concrete boards scribed in and then painted grey. I added some weathering with filters and pigments, and some stains.

The trolleys for the Genies were made from plastic card and the wheels came from the spares box. I also added a scratch built extinguisher trolley and a toolbox. The figures are from Hasegawa and Preiser – I just added coats to the pilots.

references:

The following three books are excellent:

- Bunnrindo Famous Airplanes of the World No. 101, F-101 Voodoo
- Detail & Scale vol.21: F-101 Voodoo by Bert Kinzey
- Warpaint 47: McDonnell F-101 Voodoo by Kev Darling

An excellent walkaround:

http://www.philsaeronauticalstuff.com/f_101b/f_101b.html



F101

Voodoo



PERIKLIS
SALESSIOTIS'S



HASEGAWA 1:48
HELLENIC AIR FORCE

RF-4E

PHANTOM II



HISTORY

The 335 Squadron of 112 Combat Wing, equipped with F-84 G Thunderjet aircraft, placed a photo camera on one of the wingtip tanks. The results were satisfactory and this led to the delivery of the RT-33A type aircraft, that is to say, a T-33A aircraft with cameras on its modified nose. The new aircraft prompted the 335 Squadron to form the 348 Tactical Reconnaissance Flight, which, on the 7th of July 1954, was relocated after being supplied with new RT-33A.

These aircraft were replaced with the new RF-84F Thunderflash, which, the Hellenic Air Force, was among the first NATO countries acquired, in August 1956 and the RT-33A were given to the Armée de l' Air. Until autumn of 1978, the RF-84F aircraft were the only type of the Squadron's aircraft. Then the RF-4E Phantom II were acquired, which led HAF in the new era of air reconnaissance.

On March 29th 1991, the RF-84F aircraft were withdrawn after 34 years of active service, leaving in the Squadron's inventory very few RF-4Es, just enough to form a flight. However in August 1993, their number was increased with the addition of RF-4E supplied by the Luftwaffe. (source: www.HAF.gr)

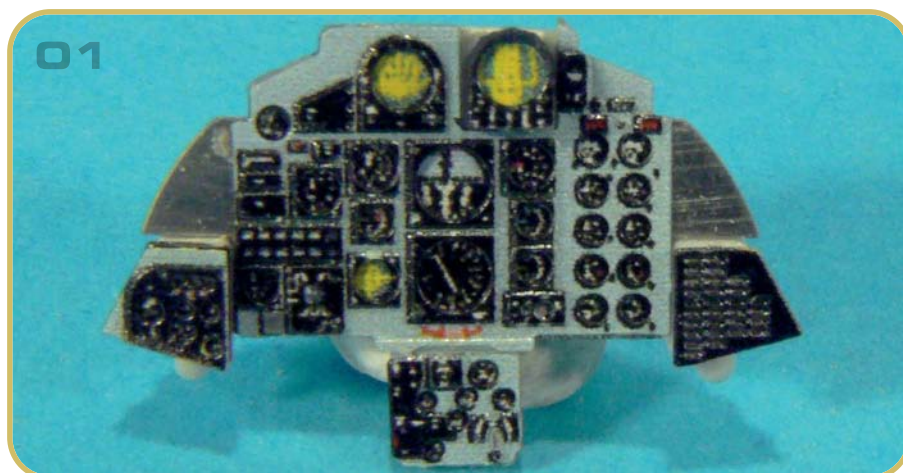


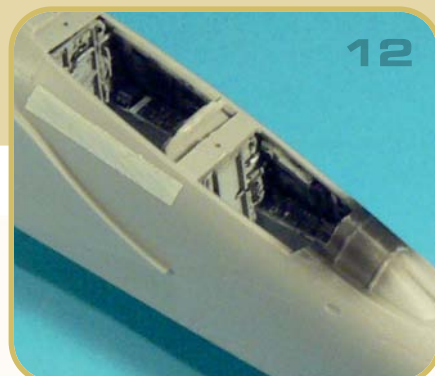
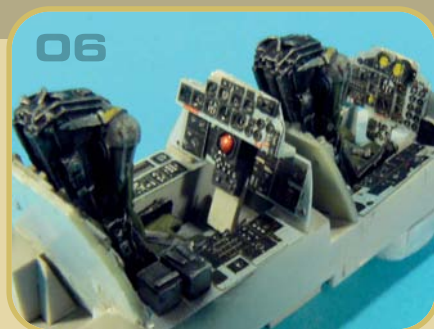
COCKPIT

01 As usual the work began with the cockpit area. Hasegawa has done an excellent job with the cockpit providing raised detailed instrument panels and side consoles and two good seats. As always there is plenty of room for the modeller to add a bit more detail, especially on the side walls of the cockpit which are a bit blank! For the first time I used pre-painted photoetched from Eduard for the RF-4C, which with minimum changes can become RF-4E. All PE were glued with white glue as it gives more time to position them. I can't say that I was overall impressed with the PE as the colours were a bit pixeled and they don't look nice up close.

02 All the R/F-4Es were equipped with the Martin Baker Mk7 seats and also the Hellenic ones. For the seats I used the excellent Paragon Design resin ones. The only thing they need is the ejection handles and some good painting. Both seats were painted with a very dark grey colour instead of black using Chaos Black and Skull White (Games Workshop range), followed by black oil washes and dry-brushing with lighter shades of grey. The seats cushions and belts were painted with different mixes of greens found in my colour box followed by oil washes with black and brown colours and dry-brushing with lighter green shades.

03/04 For the empty side walls I used copies of the parts I made during my previous RF-4E (Ex-Luftwaffe). After painted with Life Colour UA027 mixed with a bit of white paint the walls received a wash of black oil followed by dry-brushed lighter greys. The details were picked up with a fine brush and black paint.





WINGS

The hard wings that came with the kit were swapped with a pair from an F-4E that has the slat actuators. The rectangular raised panels on the top have to be removed as they only appear on Navy Phantoms. With different degrees of sand paper the detail was removed and using a needle as scribing tool any lost detail was restored. The flaps were removed using the airwaves saws and positioned in the lower position.

LANDING GEAR

There were no major reconstructions or build regarding the landing gear. The only additions were some pipe lines on the gear legs and inside the wells. All the landing gear parts received a couple of coats of White Skull can paint. After they dried a wash of black and brown oil paint brought out all the detail. The wheels were painted white for the nose gear and aluminium for the main landing gear, but all in aluminium is not wrong as it really depends on the wing squadron and year. As a measure of caution I added a length of paper clip in the main landing gear parts because the model was getting a bit heavy and I didn't want them to collapse.

UNDERCARRIAGE

The only items added under the wings were just the external tanks and the weapon pylons with only one AIM-9P Sidewinder used. Hasegawa still provides the pylons with raised detail while the rest of the kit comes with engraved. Therefore, using a needle and a steel ruler I re-scribed the panel lines. They are not 100% accurate but a lot better than before. The empty missile rails received detail from the Eduard set while the AIM-9P was painted in training colours (blue body) with some spare decals applied.

The two tanks were painted dark green on top and light grey at the bottom following the SEA camouflage. The pylons were painted light grey with a part of the forward section painted with the greens and tan colours. After the colours dried the pylons and tanks received a couple of washes of black and brown oils with the tanks receiving a couple of oil leaks made with a fine brush.

05-07 With the use of lead and electrical wire the prominent 60's cockpit wiring was added behind the seats and on the back instrument panel. The tub was painted with the same grey as the side walls with the side consoles using the Eduard PE. Washes and dry-brushing followed as usual to pick out the details. Finally black pastel was added to represent wear.

08/09 Using a drill bit the lens was drilled out and all cameras were painted with a mixture of black and grey. Then stretched clear sprue was added to represent the lenses.

10 Mr SURFACER 1000 was used for the gear doors, as there are a number of ejector pin marks.

11 Fit and finish of the Hasegawa kit is very good throughout

12 With the added detail, dry-fits of the cockpit were essential.



After all the major assemblies were glued together the aircraft was ready for painting. A minor bit of filler was used at the joint of the wings and fuselage and a bit of sanding. After all these boring job the model received two light coats of Halford's Grey primer and let aside to dry for a whole day and then pre shaded with black. The camouflage was going to be the well known Vietnam camouflage and I used Gunze paints.

- H303 - FS34102- Forest Green
- H309 - FS34079- Leaf Green
- H310 - FS30219- Tan
- H311 - FS36622- Light Grey

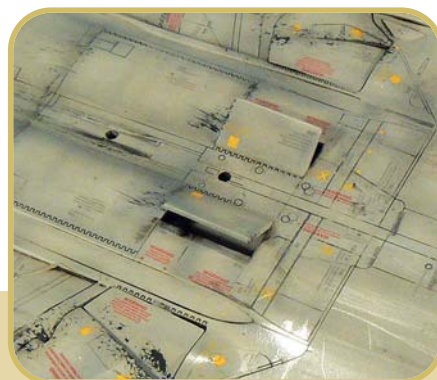


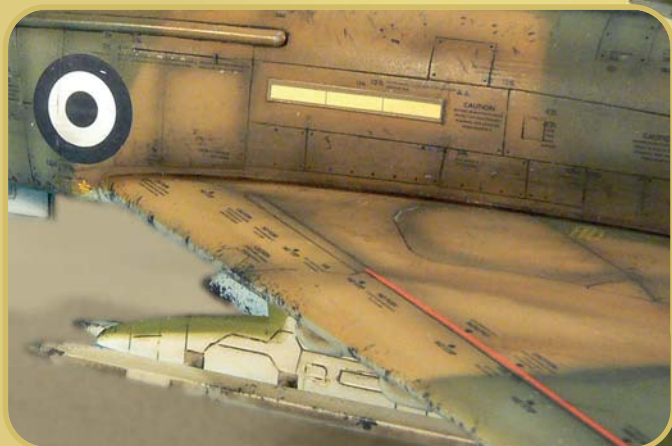
Next day more white was added to the mixture and the centre of several panels was painted as a result of colour fading from the sun and the weather. Again the model was left to dry overnight and the next day two coats of Johnson's Klear were brushed on in preparation for the weathering and decals. The model received a wash of black and brown oil paint mixed together.

The decals came from the Isradecals range which are excellent but with to much carrying film! Some of them I had to cut them to individual stencils before applying them. Next time I think I will stick with the Icarus Production ones.



After they dried another coat of Klear help remove any silvering (I think there are two or three with silvering still visible, but nothing can be done now) followed by two coats of Winsor & Newton Matt Varnish. This is a must product for every modeller, easy to apply with a brush, dries fast and it dries really mat!!!! After a day in a close box to dry, black and brown oil mix was used to reproduce the oil stains on the top and bottom of the aircraft. Also some colour pencils were used to enhance the weathering.





RF-4E

In the mean time the canopies were painted and detailed using Eduard's PE, after they were dipped in Klear and let to dry a few days.

After the model was completely dry all the sub-assemblies were glued together and the some minor correction took place.



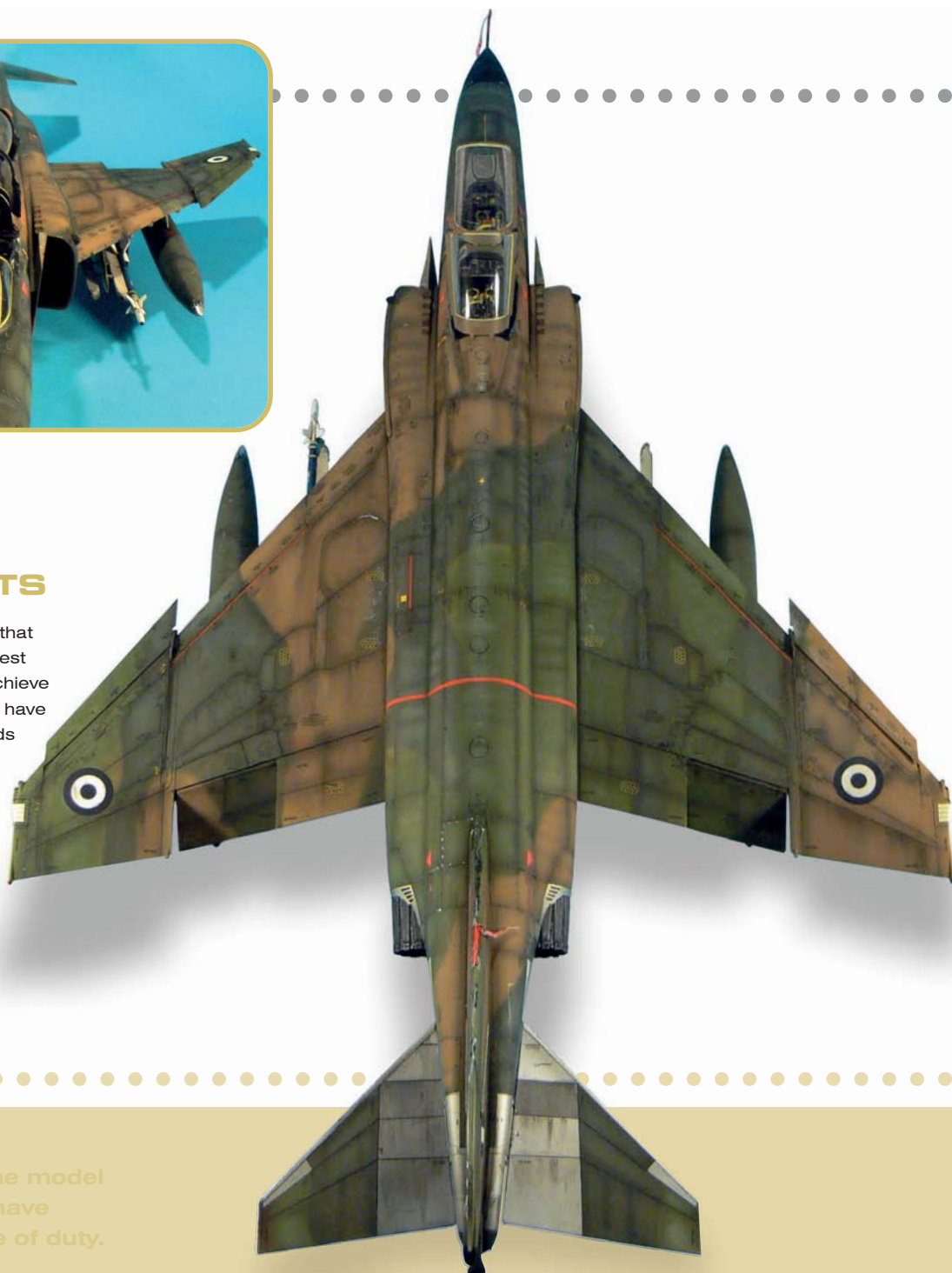
RF4E...



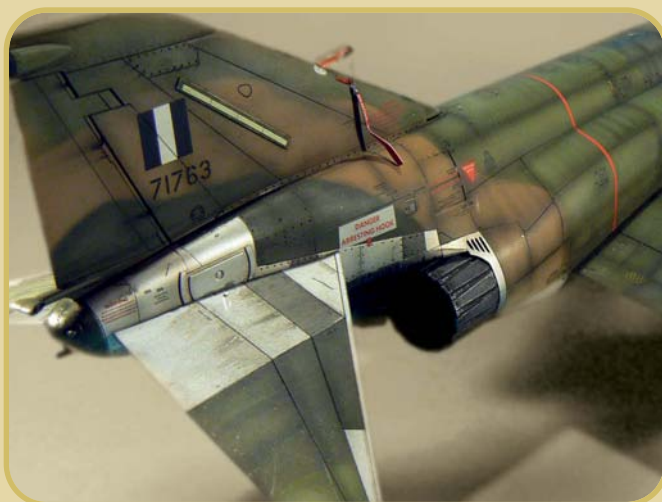


FINAL THOUGHTS

It was a smooth ride due to the fact that the Hasegawa model is one of the best models on the market. In order to achieve this level of detail the modeller must have loads of good reference photos, loads of patience and not be afraid to rework parts which are incorrect.



I would like to dedicate the model to all the HAF pilots that have given their lives in the line of duty.



RDAF S-61

Sea

KING

Modelled by Albert Turczek





The base for this model is the FUJIMI KIT IN 1:72, which was converted and super detailed to meet the RDAF Version. This includes a completely re-designed cabin interior, a relocation and rework of the windows, new tail, AGP-15 nose radar and new sponsons.

CABIN AND INTERIOR

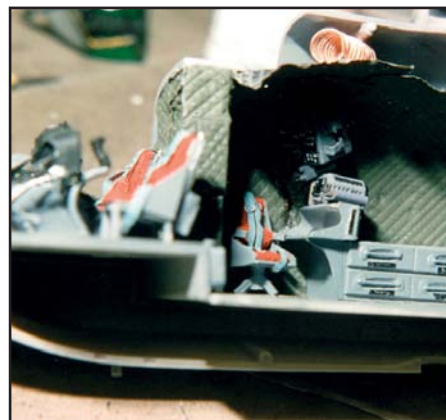
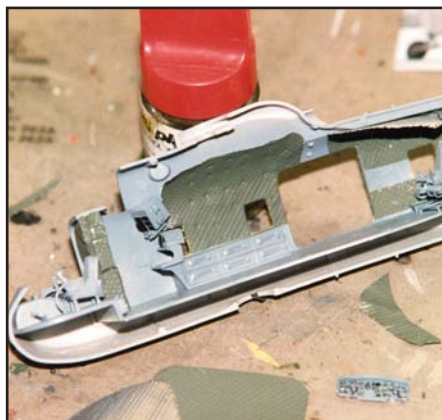
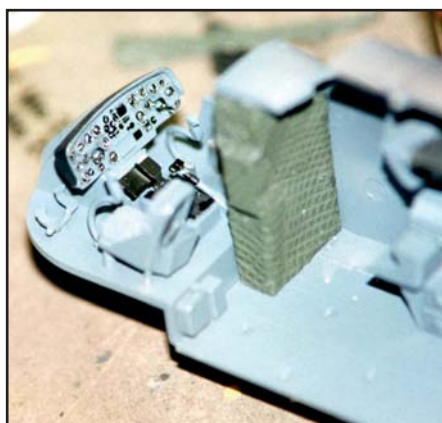
Work started on the cabin, where only the floor part was kept. The pilot's seats were reworked with seat belts, cushions made from foam, new legs and a rear plate with map pockets. New supports were fitted to change the angle of the seats. The observer's seats, which are situated at the rear of the cabin on each side of the bulged windows, had to be completely scratch built with a frame made of copper wire and belts made from lead foil. In the middle of the two seats, hanging on the rear wall is a spare flight suit made from aluminium foil. The entire cabin, together with the front and rear walls and the cockpit bulkhead, had to be covered with quilted texture, which was made from lead foil as well. The foil was placed on a soft base and the texture was drawn onto the foil with the help of a ruler and a toothpick. I painted it green and installed it with white glue. There were pedals added in the cockpit and basic flight instruments were mounted on a very flat kit dashboard. Next in line to receive some attention was the working station of the navigator or radio operator. He is sitting on the right side of the aircraft against the flight direction with a special fixed seat and multiple screens and equipment.



One of the screens is mounted on the inside starboard wall. This whole workstation was not included in the FUJIMI kit and had to be scratch built as well. Further down on the inside starboard wall is a cupboard with 6 drawers, which includes medical and first aid equipment. Opposite located is a seat bench with belts. The back cushion of this seating device is strapped to a rail, which follows the entire length to the rear and is used as handrail as well. Beside this there are two vertical skids, where stretchers and rescue baskets are fixed. The stretcher is made from strip and foil, the basket, which is not really a basket, but more of a sled is carved from plastic and painted in a fluorescent red colour. Tie down points on the cabin floor and handrails at the doors conclude the inside of the cabin.

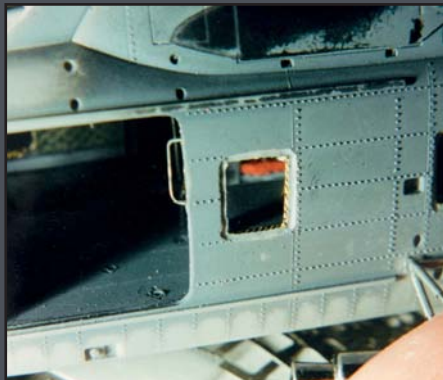
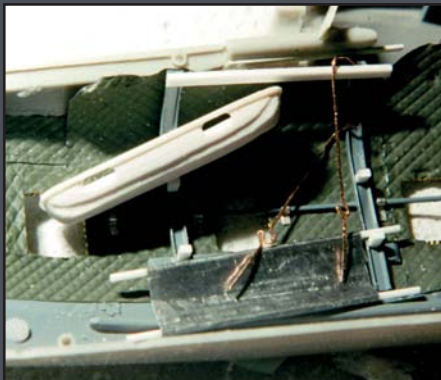
EXTERIOR CHANGES OF THE AIRFRAME

On Danish Sea Kings there are more and larger windows than there are on the FUJIMI kit. They had to be redefined and the some of them had to be cut out of the airframe. I did that together with drilling a recessed frame on the outside, where I could place the new windows made from thin clear acetate. That way I could align them perfectly with the outer surface. Like many other Sea Kings the windows have a rubber framing on the outside. They are in the lower corner fitted with a pull-tab to tear out the window from the outside in an emergency situation. This was replicated with wire and foil.



All Danish S-61s have a frame on the rear of the airframe at both sides, to place a royal crest in case of a flight with a member of the Royal family. This is very common as the helicopter fleet is often used for VIP transport. The frame was made from thick foil on the model. Another feature, which I add to all my Sea Kings

are the open front door and the open slide windows in the Cockpit. The front door has to be cut out and built up with the interior of the lower door half, which opens down and has the stairs and the handrails incorporated. There are some steps moulded on the kit part but they are really not very impressive.



The upper half opens upwards and had a supporting strut added. The cockpit glass part of the FUJIMI kit is in one piece and really too thick. I thinned it considerably by sanding it down and polishing it to high gloss and transparency afterwards. The side windows are cut out and replaced by clear acetate in the open position. Finally the FOD (foreign object damage) screen of the kit was too thick and clumsy as well for my taste. I replaced it with a thinner one made from sheet styrene. The air outlet on the spine for the transmission is also very poorly reproduced on the model and I replaced it with another one made from sheet styrene and steel mesh.

TAIL, SPONSONS AND RADAR

The tail of the Danish Sea King is very different to most other Sea Kings in military service. The same goes for the Sponsons and the windows, which all are features of the civilian S-61 version. The tail is longer and has a steeper angle. I cut off the tail and made a new one. This was a good opportunity to fit a drive shaft for the tail rotor inside the tail and cover it with netting. I used the same netting, which actually is a steel net to replace some of the moulded-on mesh on top of the engine cover and the rotor guards. This kind of adds a deeper dimension to the model. Next in line were the large sponsons. I used a set of spare sponsons from a model I had made earlier, it was a MK 41 sponson, as used by British, German and Norwegian machines. On that

core I added the extra dimension with dental wax. This was melted and added with a pyrograve knife. I use this technique also to replicate weight on tyres. When finished, I duplicated the master with silicone and made copies from resin. It is not quite that easy to fix them on the airframe. The kit part won't do here because the suspension of the sponsons is a complicated arrangement, a kind of frame made from metal rod. I replicated this with syringe needles cut to size and inserted into each other. There are also landing lights with wiring mounted on those. The characteristic AGP 15 nose radar had to be made as well. I used a mix of styrene and wax to make the master. Afterwards I duplicated it with resin and placed it on the nose of my model.





SEA KING S-61N IN DANISH SERVICE

In 1963 arose the need to replace the aging and outdated S-55 helicopters and the Catalina flying boats in the SAR role. The choice stood between Boeing Vertol and Sikorsky Designs. In the august of 1964 a contract was signed with Sikorsky. Eight S-61A machines were purchased, which are the civil version of the SEA KING, still in use by the UK Coast Guard and in Greenland. The civil version has a very different appearance. There are more and larger windows. Beside that the tail configuration is different and the helicopters are fitted with much larger sponsons. Although the Helicopter has the capacity to land on water this practice was abandoned due to increased maintenance requirements as a consequence of this procedure.

First flight of a Danish SEA KING was undertaken on May 6th 1965 with U-276

SAR duty was established on September 5th 1966 at 1200 hrs. The Danish Air Force received 8 SEA KING helicopters and they were coded: U-240, U-275, U-276, U-277, U-278, U-279 and U-280. U-280 crashed in 1968 and was a complete write off. It was replaced by U-481.

MAJOR UPDATES ON DANISH SEA KINGS

- 1: Introduction of Bifilar on the main rotor for vibration reduction 1971-1974 (unique to Danish machines)
- 2: Fitted with Doppler radar 1970-72
- 3: Addition of the characteristic nose radar with the introduction of a new 3part dashboard because of the radar occupying so much cockpit space 1978-82
- 4: Introduction of a second hoist 1987
- 5: Introduction of computerised display and navigation display 1988-96
- 6: Introduction of FLIR, 1989-96
- 7: Phased out 2011 SAR duty transferred to EH 101 MERLIN



U-276 KARUP This is for the extreme detail section of the Danish Sea King. The aircraft took part in the 2007 Air Display and was closed so the pictures are "Walk Around" the parked aircraft

IN FLIGHT Pictures from Sea Kings in flight situations with a very interesting pair The Sea King and its relief the Agusta Westland EH 101 MERLIN- a truly historic picture.







U-279 LAST FLIGHT 2010. In the summer of 2010 the last Danish Sea Kings were phased out and one helicopter was painted in a special scheme to celebrate the active duty time from 1965 to 2010 with 16,600 SAR Missions and a total of 124,000 Flight Hours. In the badge of ESK 722 there is a horse galloping over the waves. This oversize black horse embellish both sides of the helicopter to mark the end of an era.





FINAL ASSEMBLING STEPS

The main rotors were fitted with Bifilar. That is a kind of counter weight on the main rotor head between the blades, to reduce vibration. The Danish Sea Kings have no wing folding capacity. The aerals were added, they are a mixture of sheet styrene for the blade aerals and wire. There are quite a lot of aerals on the machine as there is a cooperation requirement to communicate with different services and the Police on SAR missions.

The lifting points were fitted with metal rings and windscreen wipers were added as well. The landing gear also received some extra attention plus super-detailing and I altered the angle of the tail wheel. The tail wheel itself was replaced as the kit part is moulded in one piece, which is not very convincing, to say the least. Painting is very straight forward as the Danish machines are in a two-tone grey, which is very simple to apply. For the colours I used a base coat of TESTORS Primer grey.

Topcoat is Humbrol's 128 Grey and for the underside I used Light ghost Grey FS 36 375. Weathering was achieved through a wash with a Turpentine/ Raw Umber mixture and with pastels.

The decals were a special print produced from IPMS DANMARK. There was the Squadron badge of the ESK 722 the split flag for the tail and the Danish roundels.

The registration No is made from Letraset.



AIR BORN new releases



Revell 1:48 Lockheed PV-1 Ventura

Revell's latest release is a real beauty and an interesting choice of subject, especially in this scale. It comes in a surprisingly big box with three grey sprues and one clear sprue. The quality of the parts is immediately apparent and the Ventura ably demonstrates the high standard of current Revell kits. Assembly starts with the cockpit which is one of the nicest handled cockpits in this scale. The textures of the seats with their delicately moulded on belts, the finesse of the control columns and the crisply moulded instrument panel and centre console with throttles are all superb. A reasonably well detailed bomb bay is provided and apart from the upper turret and belly gun mount that completes the interior detail. Across the airframe there is good subtle panel line detail, maybe a fraction heavy in places on the fuselage but generally good. The engines have been designed just to show what will be visible from the front of the cowling and are certainly a cut above the average for this type of approach and with careful painting there really should be no need to replace these. The propellers

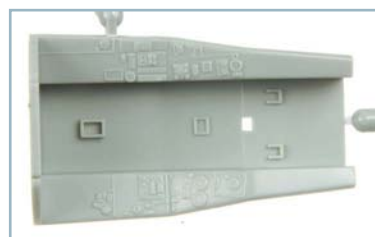
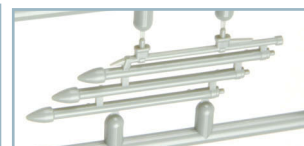
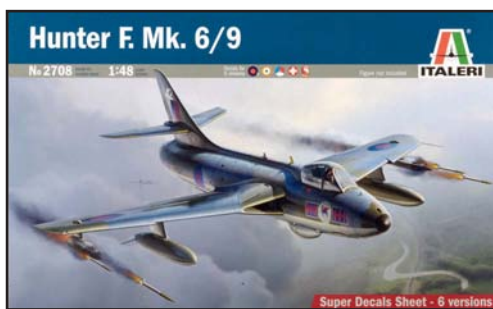
are also an area that can be a little soft and lacking detail but the crisp hubs on these are a treat. Wheels are moulded in two halves with open spokes but no weighting effect. The undercarriage legs continue the high level of finesse and come with delicate brake cables too. Weapons are another potential problem area but not here with some very presentable .50 Cals supplied along with a decent looking bomb load. The clear parts are individually bagged and certainly match the quality of the rest of the kit. Two sets of markings are provided with the kit including the octopus one featured on the box art. The quality of the decals looks good but the white looks a little bit transparent? There is a second sheet with a different coloured octopus which has we assume been included as a correction to the original as no mention of it is made in the instructions. Overall this is a superb kit by Revell, packed with quality details and begging to be built. Revell model kits are available from all good toy and model retailers. For further information visit www.revell.eu



Italeri 1:48 Mirage III CJ Aces

Another re-box and re-decal from Italeri which sadly proves that a new decal sheet does not make a silk purse from a sow's ear! This Mirage is a very dated offering of dubious quality with raised panel lines and simplified or crude detail in abundance. The cockpit is so bad that you would be better starting from scratch and there are some dreadful sink marks across the undercarriage doors. If you were brave enough to bring this up to speed then

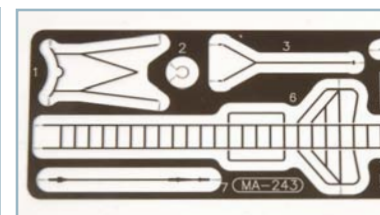
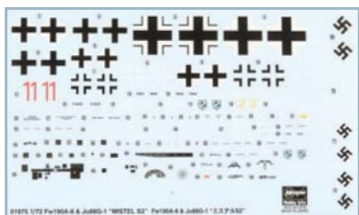
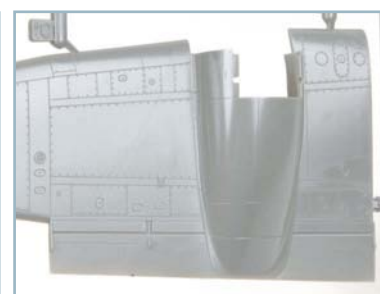
you would be looking at a full rescribing of the panel lines over the airframe, a replacement cockpit and new wheel wells. The new decal sheet which is provided includes a choice of markings for six Israeli aircraft, three in bare metal and three in camouflage. Sadly even the decal sheet is a little disappointing and lacks a certain 'crispness' perhaps? If you like a challenge then this is for you but otherwise I would steer clear.



Italeri 1:48 Hunter F. Mk.6/9

This kit is a re-box by Italeri of what we assume to be the Academy kit. The kit is certainly worthy of the Italeri 'decal-and-go' treatment with above average levels of detail and nice fine recessed panel detail. The cockpit is similarly well handled and almost good to go straight from the box. Raised surface detail for the instrument panel and consoles but no decals for the dials are provided. The kit provides a choice of nose belly pod with different styles of gun port and a well detailed set of wing root jet intakes. Rudder and ailerons are moulded separately along with the flaps and the undercarriage is handled competently although detail in the wheel wells is a little basic. The kit includes a good choice of

underwing stores with drop tanks, bombs, rockets and rocket pods. The canopy is moulded in two parts so the modeller has full flexibility in deciding how to display it. The new Italeri decal sheet is beautifully printed by Cartograf and provides a choice of six different schemes. There are two RAF schemes, a Royal Dutch Air Force aircraft, a Swiss aircraft, one from the Indian Air Force and one from the Singapore Airforce. Also provided on the sheet is a comprehensive set of stencils and warning markings which are very finely rendered. A very attractive kit which certainly benefits from these excellent decals which makes for an attractive package.



Hasegawa 1:72 Fw190A-8 & Ju88G-1 'Mistel S2'

Hasegawa are producing a limited edition kit combining two of their respected 1:72 Luftwaffe kits, the Fw190A-8 and Ju88G-1 with the mythical Mistel S2, basically the JU88 acting as a huge explosive 'flying bomb' controlled by the fighter riding piggy-back. The beautiful box art basically contains the two previously released kits with an extra small sprue providing the joining struts and drop tank. If you haven't had the pleasure of building either of these kits they're both what you'd expect from the Japanese manufacturer. The mid grey sprues offer excellent surface detail with delicate panel gaps and super-sharp moulding with quite a few of the parts not required for this version of the pair. Clear sprues are also clean and crisp and we're given the bonus of some etched metal parts to create some of the finer control modifications and the tall step ladder used by the pilot to access

the Fw190. As you'll be building two kits to complete one project it's reassuring that the assembly of both is pretty simple (especially the Fw190) leaving the choice of adding detail to cockpit interiors (which both rely on decals largely) wheel wells, engines etc up to the modeller. To my mind this would make a superb display piece built from the box. I'd expect the challenge of this build will be securely mating the two aircraft together on the delicate struts which will obviously need to be carried out after painting, perhaps a strong join of the struts to the Ju88 before painting would be the way to go? A comprehensive decal sheet covers two versions with some attractive camo schemes and rounds off a great top quality set from Hasegawa- ours arriving swiftly from Hobby Link Japan, www.hlj/kit.com



Polish Wings 15
Supermarine Spitfire IX 1944-46
By Wojtek Matusiak
 Published by Stratus

We really liked the previous Stratus study of the Polish Spitfires, volume 13 in the Polish Wings series, and so we were very excited to see the latest volume covering the 1944-46 period. It certainly lives up to expectations with wealth of Spitfire material. The book features over 200 period photographs along with 35 different colour profiles to help bring the aircraft featured in the photos to life. I always enjoy the style of profiles produced by Robert Grudzien as they don't shy away from replicating dirt, grime, exhaust and fuel stains and offer plenty of modelling inspiration. The photos offer all sorts of interesting details aside from the

Soft back Portrait format 80 pages
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 ISBN 978-83-61421-49-8

overall views of individual aircraft. Close ups of ground crew working on the aircraft show interesting details and details of worn paint around canopy frames and scuffed paint around cowling fastenings are exactly those small details that will bring a model to life. Great shots too of beer kegs fitted with streamlined tips to move 'essential' supplies. A very visual presentation which relies on comprehensive captions rather than endless text which means plenty of big pictures which is the way that I like it. Another great addition to this series and a must have for the Spitfire fancier.

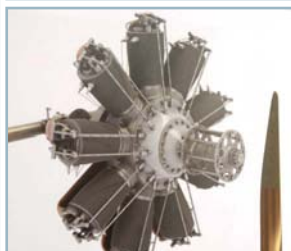
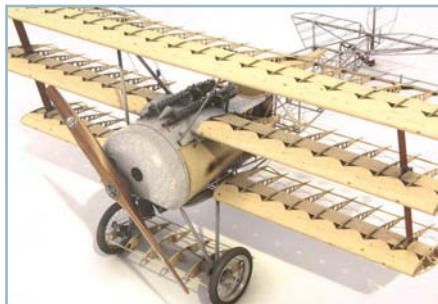
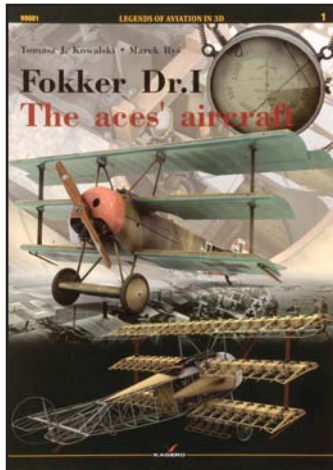


Fighting Units in Colour 2
Polish Mustang Units
By Wojtek Matusiak & Zbigniew Kolacha
 Published by AJ Press

Absolutely no messing around here, this title is aimed squarely at the requirements of the modeller and it is stuffed with good things. The book is crammed with period photos and supported with a generous number of colour profiles too and it sensibly begins with a history of the different Mustang designations, their use and looks at RAF camouflage and markings practice. Sizes for the national markings are supplied and profiles showing four variants of the standard camouflage patterns on the Mustang. From then the book is divided into sections for each unit. Here there are many many good archive photos showing the aircraft in service and some of their pilots. Key aircraft are selected for coverage with the colour profiles, often with four views and close

Soft back Landscape format 65 pages www.aj-press.com
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 ISBN 978-83-7237-223-9

up details of unit markings or other details. The book also features a couple of bare metal schemes as interesting variations for the modeller. Most of the schemes cover P-51B and C but there are also some D's. The icing on the cake here is the inclusion of a dedicated decal sheet with markings in 1:72, 1:48 and 1:32 scales. The modeller will need to supply the national markings but this sheet has serial numbers, codes, unit badges, Polish national markings and other personalised markings. This means that the modeller has everything to hand to model one of the schemes from the book! Top marks to AJ Press for this informative and well presented modelling reference. Our review copy was kindly supplied by Casemate Publishing www.casematepublishing.co.uk



Legends of Aviation in 3D Fokker Dr.1 The Aces' Aircraft By Tomasz Kowalski & Marek Rys

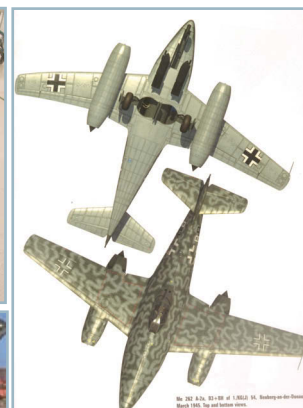
This is another of Kagero's most excellent 3D series of references with this one looking at the famous Fokker Dr.1 Triplane. The first third of the book looks at the developmental history of the aircraft from the initial prototypes through to the combat experiences. The construction of the fighter is examined and there is a generalised look at camouflage patterns and unit markings. This first section of the book is well illustrated with period photos of the iconic fighter in service and several unfortunate crash landings. The remainder of the book is devoted to a most spectacular 3D CAD recreation of the aircraft allowing study of the most obscure detail of its construction. This begins with a selection of overall views of the stripped airframe before moving on to more focussed details. Details like the engine, weapons and fuel tanks are all stripped out

Published by Kagero

Soft back Portrait format 140 pages www.kagero.pl

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of the virtual replica to permit the most detailed study. The quality of the rendering is superb with the different surface finishes of the engine for example being perfectly replicated and obviously offering the perfect modelling reference. There are some 'clothed' versions of the illustrations included showing a small selection of different aircraft with I think a scheduled decal sheet release to tie in with this. There is also a small 3D section showing key views of the airframe printed to be viewed through the blue/red paper glasses, a pair of which is supplied with the book. Phenomenal reference for anyone wanting to go to town with superdetailing their Dr.1 and a highly recommended reference. Our review copy was kindly supplied by Casemate Publishing www.casematepublishing.co.uk



Monograph 3D Edition Messerschmitt Me 262 Schwalbe Vol.II By Marek Murawski & Marek Rys

Published by Kagero

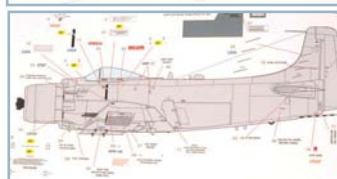
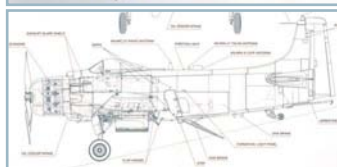
We recently enjoyed Volume 1 in the Kagero Monograph series on the Me 262 with its superb CAD renditions and this new Volume 2 follows on from this and maintains the same format. The start of the book offers a study of the combat operations of the 262 with plenty of archive pictures to illustrate them and pleasingly the authors have made the effort to select less common or fresh images for this rather than the same old images seen in every 262 study. The next section of the book returns to the CAD generated illustrations to look at the Me 262 A-2a bomber variant before moving on to the 262 B-1a/U1 two-seater night fighter. The weapons bay is opened up and there is comprehensive

Soft back Portrait format 100 pages www.kagero.pl

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ISBN 978-83-62878-08-6

coverage of the cockpits, the nose mounted radar antenna. There is a colour walkaround section looking at a restored Me 262 B-1a although just from ground level so there are no views of the cockpit. The book concludes with a set of colour profiles of the two subject schemes featured in the rendered views. Another valuable resource for the modeller and certainly if you are planning your own two-seater you will want to have a copy of this. The big advantage of the computer generated views is that areas that are impossible to show photographically can be easily shown. Our review copy was kindly supplied by Casemate Publishing www.casematepublishing.co.uk

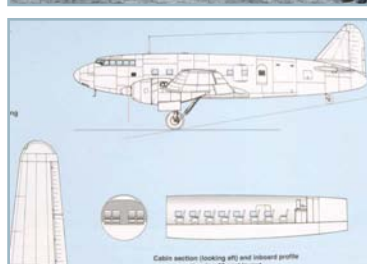
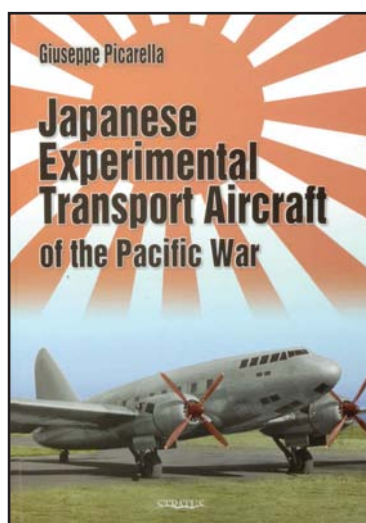


Zoukei-mura Concept Note SWS No.III Douglas A-1H Skyraider Published by Zoukei-Mura Inc.

Our friends at Zoukei-mura have released this high quality companion book to their impressive large scale Skyraider kit. It is very nicely put together with high production values, a wrap around sleeve, loose 1:48 scale plans and a small decal sheet too. The book begins with some very convincing mock up photos recreating rows of Skyraiders on a carrier deck. You have to look twice to decide if these are models or the real thing! The developmental history of the aircraft is examined with period photos as is the Skyraider in action with good shots showing the heavy weathering characteristic of the aircraft and there is a selection of eight different colour profiles to tempt you. The next section is devoted to an extremely detailed step by step look at building the kit over 46 pages. This is aided by plenty of photos of the real thing with plenty of helpful tips and it does not shy away from awkward areas of construction like the separate tail. If you

Soft back Portrait format 168 pages English & Japanese text
www.zoukeimura.co.jp/en/index.html
ISBN 978-4-903596-10-5

were about to build the kit then this would be extremely valuable. The next section sees six different modellers interpret the kit and each building different versions, so we have 'standard' Naval versions, an early dark blue Navy example, a French example and two Vietnam examples. Each build is documented in some detail and these should be more than sufficient to allow you copy on of these projects if you wished. The experiences of a Skyraider pilot are included and the views of some Skyraider modelling enthusiasts talk about their passion for the aircraft. The bonus decal sheet provides 1:32 Skyraider stencils which look different to those supplied with the kit. A schematic diagram in book gives full guidance to their positioning. All in all an impressive publication which should enable the modeller to get the very best from their SWS Skyraider kit.

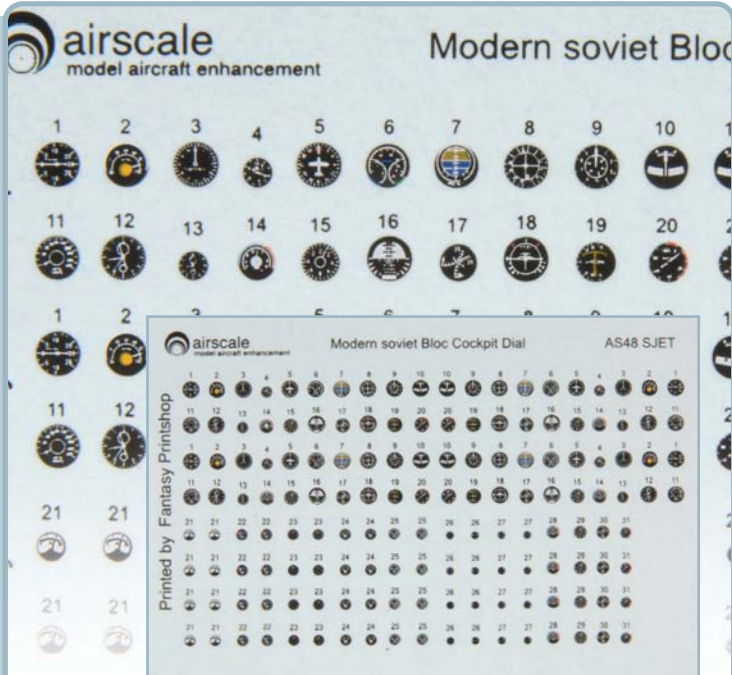


Japanese Experimental Transport Aircraft of the Pacific War By Giuseppe Picarella Published by Mushroom Model Publications

If you have an interest in Japanese aircraft of the war-time era to see a publication released of such a niche subject in English is exciting news. The author is an expert in the field, Giuseppe Picarella, the respected illustrator of Flight International Magazine is a consultant to international private and museums including RAF Museum Hendon on the subject of Japanese aircraft. The Japanese suffered the consequence of a lack of development, in both the Navy and Airforce, with transport aircraft resorting to converted bombers and copies of American aircraft of the time. The author's own private collection of photographs, and his own illustrations, tell the story of the development of all prototypes

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(including gliders) and puts everything of the period into context. Photographs are obviously included for their rarity- including two in colour of a crashed Ki-56, incredible in-depth research and excellent presentation with many illustrations. Often books of such specialised subjects lack a little flair with their presentation but this offering doesn't disappoint being packed with visual reference and very easily readable text. Recommended reading to anyone with an interest in Japanese aircraft and good value for a nice chunky hardback book although limited 'direct' modelling reference due to the rarity of the majority of the subjects.



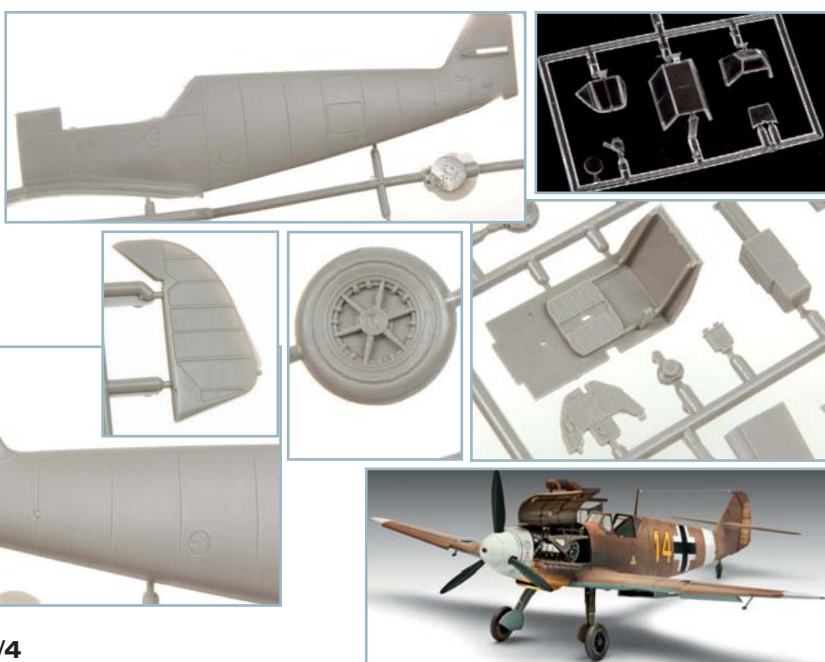
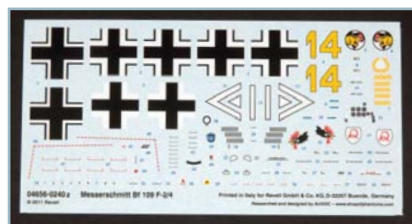
Airscale 1:48 & 1:32 Early Soviet Jet Dial Decals

Two new additions to the growing Airscale range of high quality instrument dial decals. These generic sets are designed to allow the modeller to improve the levels of detail on his particular project. These decals are designed for early Soviet jets like the MiG 15, MiG 17, MiG 19 and 21 and Su 7 and Yak 17. The instrument dials are well printed with really crisp detail and colours where appropriate and are numbered to cross reference with an enclosed list of the purpose of each dial. A clear plastic sheet is also enclosed to allow you to position the dials behind your instrument panel if desired. With many kits failing to provide good decals for their instrument panels these decals are an ideal solution. Full details of these and the rest of the Airscale range can be found at www.airscale.co.uk



Mr Hobby, Mr Primer Surfacer 1000 and Mr. Color Leveling Thinner

Our friends at MDC have passed us samples of two new additions to the excellent Gunze, Mr Hobby range of modelling products. First is Mr Primer surfacer 1000 which at first inspection looks very much like your Mr Surfacer 1000 except that it is a paler grey. I used this to prime my King Tiger project featured in AFV Modeller and diluted it with standard Gunze 'Blue label' thinners to airbrush it. I found it dried with a very subtle satin finish, covered well and offered fantastic results. Hopefully they will release a rattle can version as well. The levelling thinner is a variation on the regular 'Blue label' thinners but this is slower drying so helping you obtain a smoother paint finish. These and all Gunze products are available from MDC www.modeldesignconstruction.co.uk



Revell 1:48 Messerschmitt Bf 109 F-2/4

Not a new Revell release but in fact this is a re-box of the attractive ICM kit from a couple of years ago. This is certainly no bad thing as the kit is a real gem. This release is a little bit flashy here and there but it retains all the superfine engraved details and delicate panel lines that are entirely fitting for the scale. It comes with a reasonably detailed cockpit but the sidewalls are a little sketchy if you plan to open the canopy. Somewhat unusually the kit provides a very detailed engine and separate cowlings and both tropical and standard air intakes so that it can easily be exposed. The downside to this will be getting all the cowling parts to align if you want them closed of course! Wings come with separate flaps and slats but apart from the rudder all the other control surfaces are fixed. The rudder features some rather prominent rib detail especially on the left hand face which might benefit from being sanded back. The undercarriage wheels are

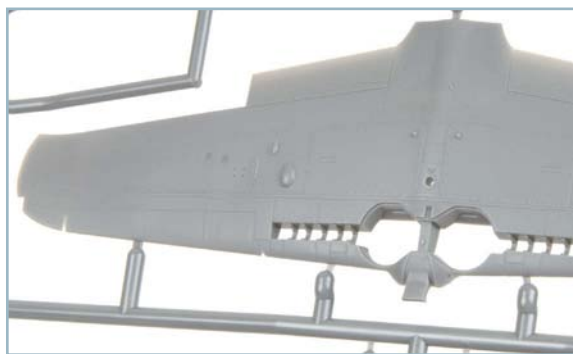
cracking with pin sharp hub detail but no tire tread. The canopy parts are a little disappointing, they feature textured frames which is always a help when masking but the glazing lacks clarity, especially the separate armoured windscreen panel which will need to be polished before it is fitted. Two sets of markings are provided, one for yellow 14 as flown by Marseille in North Africa and the other for an aircraft based in France and flown by Hans Hahn. The decals look to be well printed with a matt finish but you will need to provide your own tail swastikas. If you missed the original ICM release then this will be worth having. The quality of surface detail alone makes it well worth the small areas of improvement that would be required. Revell model kits are available from all good toy and model retailers. For further information visit www.revell.eu



Scale Aircraft Conversions

More metal moulding from Scale Aircraft Conversions with their already large range of white metal detailed landing gear expanding all the time. New releases since our last issue are in 1:72, 72040 for the Platz/MRC kit RQ-4B Global Hawk, 72041 for the Hasegawa E-2C Hawkeye and 72042 for Revell's new A400M 'Grizzly'. In 1:48 a bumper batch, 48159 for the Kinetic C2 Greyhound, 48160 for the Tamiya Fw190, 48161 to fit Hasegawa's Typhoon Mk.IB, 48162 for Monogram's OS2U Kingfisher, 48163 for the Accurate Miniatures / Italeri SBD Dauntless, 48164 is to fit the

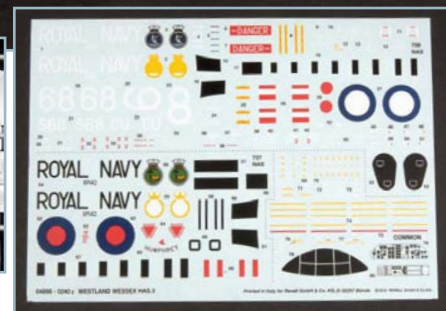
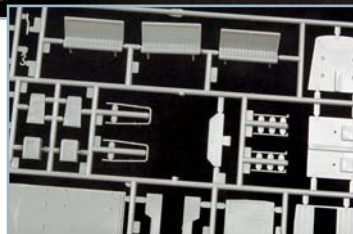
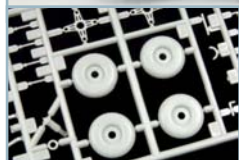
Revell PV-1 Ventura, 48165 for the IbeX T-6A Texan II, 48166 to fit the Hobby Boss Me 509, 48167 for Academy's Su-30MK, 48168 for the recent Italeri Hurricane MkI, 48169 is for the Bronco RQ/MQ-1 Predator and last but not least in quarter scale 48170 for academy's F-86 Sabre. Up to 1:32 32060 gives us some sturdy legs for the huge Revell MiG-29, 32061 is a big set for Dragon's P-51 including wheels and doors and finally 32062 is for Pacific Coast Models Spitfire MkIX. Get further details and information on the full range at www.scaleaircraftconversions.com



Tamiya 1:72 Mitsubishi A6M5 Zero

It's nice to see the big manufacturers haven't forgotten 1:72, and they don't come much bigger or better than Tamiya who you'd expect to deliver with a home market subject of the legendary Zero. Typical quality Tamiya packaging contains two small grey sprues with a sensible number of parts, a clear sprue offering two options of an open and closed canopy. A decal sheet includes markings for three versions of aircraft with Mitsubishi and Nakajima built options. Tooling and moulding here are Tamiya at their very best, the surface detail is quite stunning and as good as it gets in this scale, careful application of paint will be key here to preserve the fine engraving. Fine detail continues into the cockpit

with nicely detailed side walls, bulkhead and seat with seatbelt and dials provided as decals leaving little if anything to improve on in this scale. The fully assembled cockpit plugs-in from the underside and is enclosed by the single piece lower wing which contains detailed wheel wells. More impressive detail to display with the Sakae 21 engine with finely moulded cylinders and exhaust which is enclosed with a single piece slide moulded cowl. This is a beautiful small scale kit, all we'd expect from Tamiya and maybe a little more, all at a sensible price. These kits may take a little while to reach Europe and the USA but you can get one right now, as we did, from Hobby Link Japan www.hlj.com/kit.



Revell 1:48 Westland Wessex HAS Mk.3

A very timely re-release from Revell as any of their 1:48 Wessex kits are getting harder and harder to find and surely no coincidence. This boxing provides two marking options, one in two tone with the striking yellow upper surfaces of RNAS Culdrose 1968 and the famed Falklands War veteran 'Humphrey' who now rests in the FAA museum. This kit has been around for a while as previous releases and issues with it well documented, primarily questions with the width and height and the angle of the tail. Other parts have been carried from the original UH-34 version of the kit, most noticeable being the incorrect landing gear for this version. All this aside, to my very un-trained eye, it certainly looks like a Wessex to me! Moulding of the pale grey sprues is very

good in some places but lacking in others such as crude intake grille areas. Airframe rivet detail is nice but doesn't extend under the belly. A basic cockpit and cabin are included and a large sliding door will let you view this on the completed kit, general part fit appears very good. Decent detail is offered on the rotor head and tail rotor and the obvious radome is included as a single piece. Helicopter modellers will welcome this kit back I'm sure (issues aside) as it's a bargain price with an excellent decal sheet and a solid base for extra work should you wish, time to stock-up before they disappear again! www.revell.eu for further details on all Revell releases.



Revell 1:32 MiG-29 UB/GT

The beast is back in stock! Revell are re-issuing the very handsome twin-stick MiG-29 which makes one of the most impressive models in this scale of a modern fighter. If this is your preferred modelling cup of tea you may well have experienced or read of some niggles with this kit mainly regarding the exhaust under-sizing and subsequent shaping of the engine tunnel, this aside lets take a fresh look at this monster kit. From nose to tail this model will take 553mm of display space! The sheer size is immediately apparent with the huge fuselage which is split top / bottom with the most beautiful aggressive sweeping lines. The airframe detail is nice and sharp with fine panel lines and raised and recessed fixings. This is not a complex kit by any means, there are many large parts which will feel like quick progress during the assembly. The twin cockpit has fine moulded-on instrument panels but is relatively simple, as are the engine parts. Some work was done with the tooling to address some of the dimensional issues of the initial release and this kit appears to be as per the 'improved' version. Moulded -on plumbing on the engine assembly should respond well to careful painting but the super-detail fiends may prefer to remove and replace some if

these areas are left on show. With such large parts I'm sure the inevitable wipe of filler here and there will be needed but the dry fit of some parts we've tried is very good. I'd consult some reference regarding arming your Fulcrum but on offer are R-27R1 Air-to-Air, Molniya R-60M Air-to-Air and Vypel R-73E Air-to-Air missiles. A 1500L fuel tank is also included and all come with comprehensive decal markings. The decal sheet is excellent and very detailed offering a shark-mouthed Russian aircraft based in Serbia, 2003 and a German Air Force marked MiG from 1990 along with full stencilling of generic markings. I think Revell do with this MiG-29 what they do so well with many of their other large scale productions- produce a very good quality kit that hits a great value price-point, this doesn't exclude the 'occasional' modeller (surely a large part of Revell's market?) but offers the serious modeller enough to get excited about and leaves some budget for aftermarket parts to super-detail their project. If you want to go the super-detail route look no further than www.Zactomodels.com. I had the pleasure of seeing Chris's work on a trip to IPMS USA Nationals a few years back, his MiG-29 upgrades are stunning! www.revell.eu will give you further information on Revell releases.



Lifecolor Black Rubber Shades

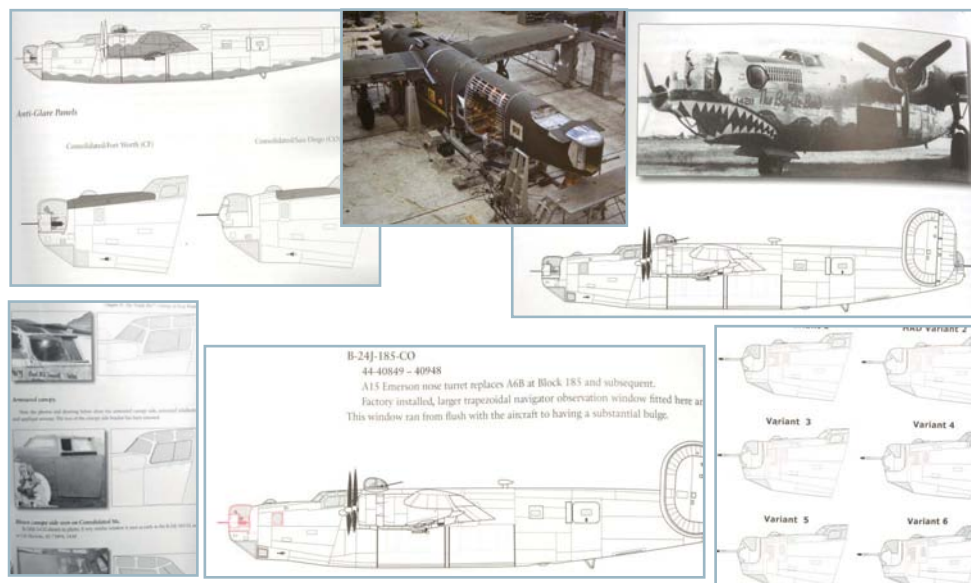
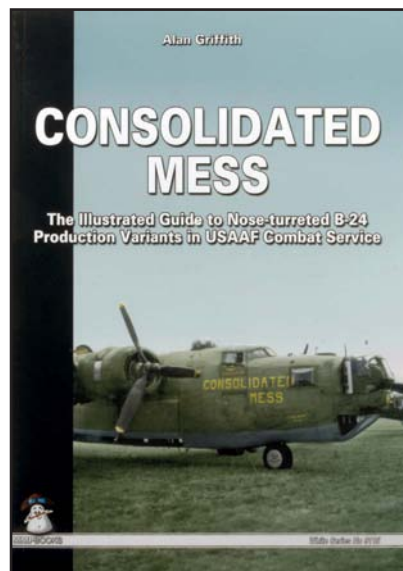
Another new Lifecolor boxed set and we always like these as they tend to come up with some good ideas. That's certainly the case with these Black and rubber shades which offer six different 'off blacks' to suit a variety of different modelling requirements. These are: Dirty Black, Vulcanised Rubber, Tire Black, Worn Black, Deep Cockpit and Burned Black. These are all matt colours and handle in the same way as the rest of the Lifecolor range so they brush paint and airbrush equally well. I've used Dirty Black as a base colour for leather finishes and it was perfect, giving a slightly faded look where pure black would have been too intense.

Our sample was kindly supplied by the Airbrush Company who are distributors for the Lifecolor range in the UK.
www.airbrushes.com



Soft back portrait format 76 pages (plus decal sheet)
www.casematepublishing.co.uk
ISBN 978-83-61220-87-9

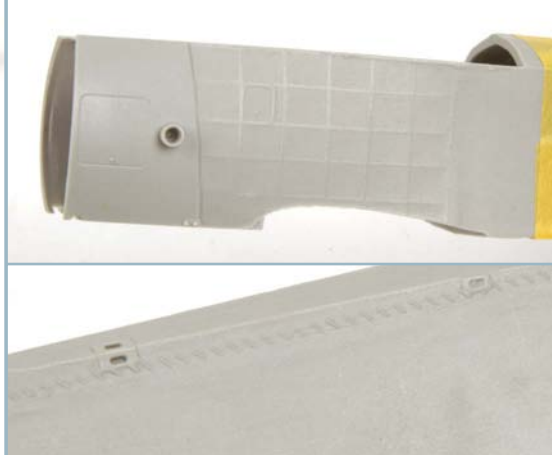
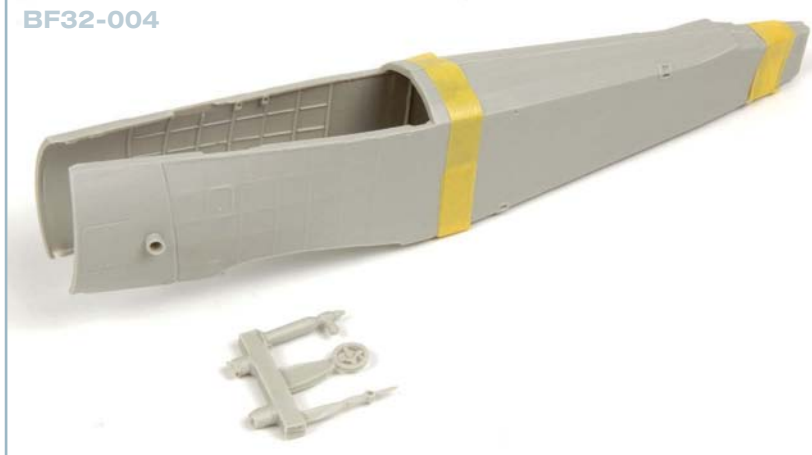
of the main theatres of operation are covered along with National guard and Latin American Mustangs which served into the 1960s and 1970s. There are some excellent photographs which many will be new even to the most avid collector of P51 reference, and a few in colour, along with superb colour profiles showing all angles as a guide to application of the decals. The decal sheet doesn't contain generic items such as national markings but these should be contained on your subject kit's sheet. Highly recommended to Mustang modellers and available in the UK from Casemate who kindly supplied our copy



Published by Mushroom Model Publications
Softback portrait format 192 pages
www.mmpbooks.biz
ISBN 978-83-61421-16-0

provides a guide to identifying aircraft manufacturers by the different paint schemes they applied. There is a look at the standard patterns and colours too and a full list of nose-turreted production serial numbers with aircraft names where known - almost worth the price of admission alone! Some of the strange developments are also covered like the 'Zwilling' and the B-24/17 which saw the nose of a B-17 grafted onto a B-24. The result was not a success as it could not reach a combat altitude but does have a certain elegance. In short this is a must have reference for anyone planning to seriously model the B-24 and with future volumes planned to cover other B-24 variants this looks like it will be the definitive reference series on the iconic bomber. Unquestionably essential!

BF32-004



BF48-002



BF48-001



BF32-003



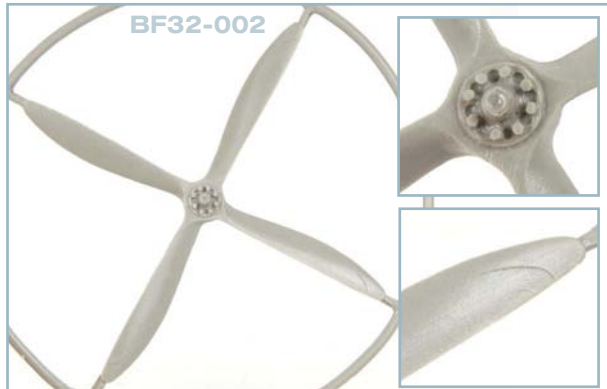
BF32-001



BF32-012



BF32-002



BF32-008



BF32-005



BF32-010



BF32-009



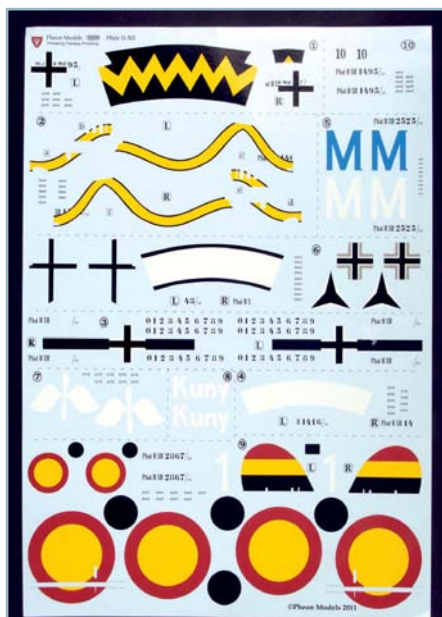
Brian L Fawcett Resin correction parts

We have samples of the range of resin correction parts produced by Brian Fawcett and marketed by Pheon Models. These sets are of a very high quality and designed to provide the modeller with easy fixes to problem areas of mainstream kits. The first set BF32-004 is a replacement Sopwith Triplane fuselage for the 1:32 Roden kit as the kit part is 6mm too short. This replacement features nice quilted texture around the cockpit and subtle stitching detail too. Next are two 1:48 sets for the Eduard Albatros D V set BF48-002 being replacement wheels and BF48-001 a pair of replacement undercarriage legs. BF32-003 is a lovely wicker seat for the Roden DH-2 and BF32-001 is a replacement tailplane and fin for the Wingnut SE-5a. Designed for the new Tamiya P-51 Mustang BF32-012 provides a set of rocket stubs with front and

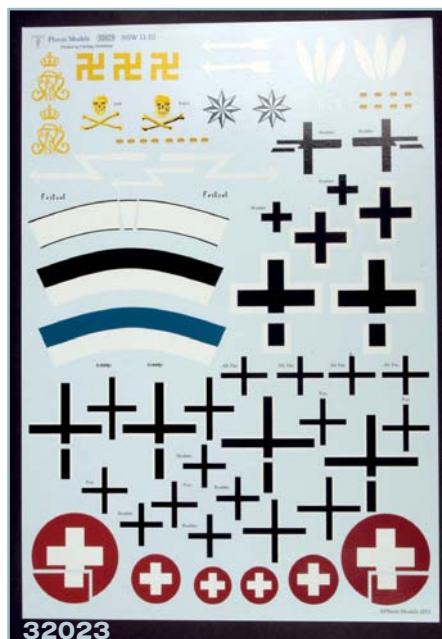
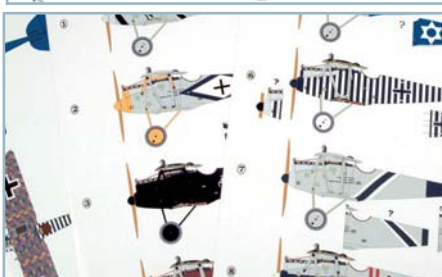
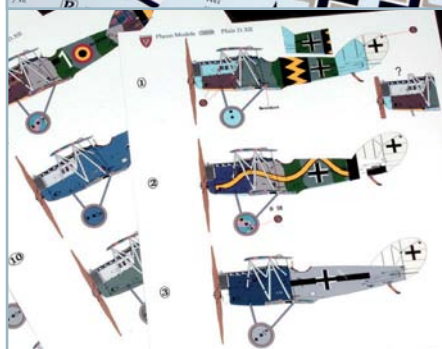
rear patterns. BF32-002 is a replacement four blade propeller for the Roden DH-2 and BF32-008 is a new observer's cockpit surround for the Wingnut Wings RE8 with an improved shape. For the Wingnut Wings Sopwith Pup kit BF32-005 is different style mono cowling. BF32-009 and BF32-010 are replacement tail fin and rudder for the Wingnut Wings RE8 which are also sold as a set BF32-014.

All the sets are available from Pheon Models who can be contacted by email at: pheon.models@hotmail.co.uk

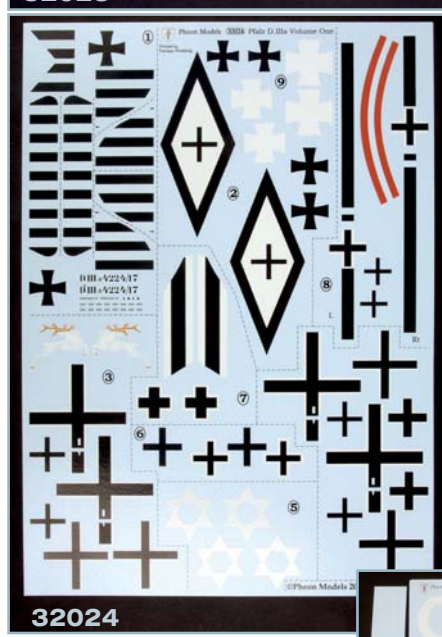
There is also a Pheon forum: <http://www.britmodeller.com/forums/index.php?showforum=227>



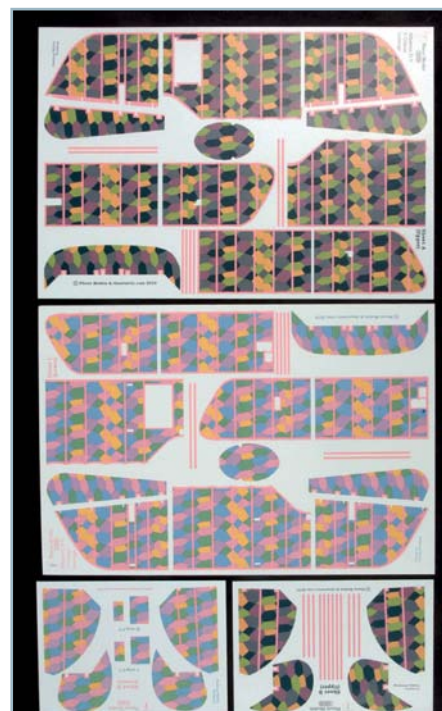
32030



32023



32024



32020



32018

Pheon Models Decals

If Pheon Models are a new name to you then you need to know that they have a fast-growing range of high quality decals focussed mainly on WW1 subjects but also touching on inter-war subjects and available in 1:72, 1:48 and 1:32 scales. We will be taking a look at some of their more recent releases with these particular sheets being 1:32 scale. All the sets are it has to be said superbly printed with pin sharp detail and perfect registration and having used them myself I can confirm that they also preform to a similar high standard. Each set offers a generous choice of schemes with numbers varying from five up to a staggering seventeen in the case of set 32002 with Fokker Dr.1s of JGII. Each set comes with high quality colour profiles to show the schemes and these usually include overhead or other scrap views where appropriate. In areas of uncertainty then colour variations are also illustrated to give the modeller the final choice. Also provided is a very informative leaflet with a profile of the featured unit or aircraft type with notes on colours as well as a detailed look at each individual scheme. These notes refer to the photos that has inspired the decals, questions or thoughts on their interpretation and specific features of the individual aircraft. Rowan Broadbent obviously spends quite some time and effort in his research and to provide the modeller with as much information as he can to help him build an accurate model and all in a very entertaining

and readable style. Sets that we have here are 32030 which is for the Pfalz D.XII and designed for the new Wingnut Wings kit this set has eleven different schemes. Set 32023 is designed for the recent Roden kit of the Siemens Schuckert D.III and provides a generous choice of twelve different schemes and comes with a quite detailed look at how to improve and correct the shortcomings of the kit. The next set 32020 offers a complete set of five-colour lozenge decals for the wings of the Wingnut Wings Albatros kits. These excellent sets are available with either blue or pink rib tapes (our sample obviously is the pink!) and as they are printed with five individual colours rather than as a mix of the normal four printing colours, they are solid colours without the screen 'speckle' that the other method produces. A detailed illustrated application guide is provided and the finished result is spectacular and very colourful! Set 32024 is the first of two that Pheon have for the Pfalz D.IIIa with a choice of nine different schemes. Set 32018 offers a staggering selection of twenty nine different schemes for the Roden Sopwith Triplane. As we said all these sets and the rest of the range are available in all three scales and full details can be obtained by emailing: pheon.models@hotmail.co.uk There is also a Pheon forum: <http://www.britmodeller.com/forums/index.php?showforum=227>

1:48TH SCALE

F5E *Tiger*

FRANCK OUDIN
BUILDS AFV CLUB'S
'SWISS ARMY' TIGER





A brand new kit on the market, the F5E is very good news for jet modellers, as it supersedes the elderly Monogram kit making it the best in F-5E in 1:48 scale.

As you open the box it is a bit alarming to see that the model is cut into several pieces, this is just to obtain several version of the same plane from the same tool, but don't worry...everything is under control, as the fit of the kit is just perfect.

The kit I have is the first aircraft release from AFV Club, since then different versions have been released including a two-seat trainer.

CONSTRUCTION

F5E Tiger

The build starts with the cockpit, which I decided to replace with a resin set from Aires, and for once no extra work has to be done to insert this item, I wish that it could be like this more often with Aires!

The complete set is painted in Gunze H-335, and a light wash is applied to give some depth, and the same goes for the seat. The instrument panels, is replaced with a PE part, the cockpit is inserted and does not need to be glued as the fit is so good that when you close the fuselage it will be clamped in place. The front wheel bay is painted and glued in place.

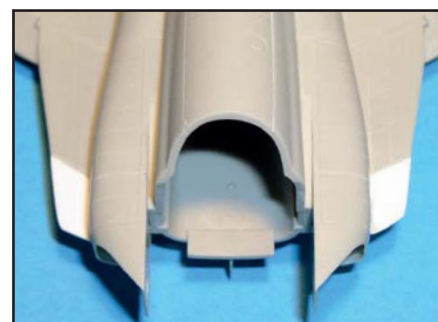
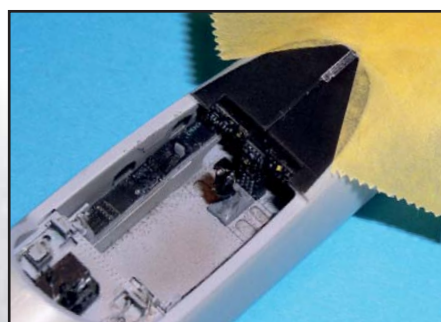
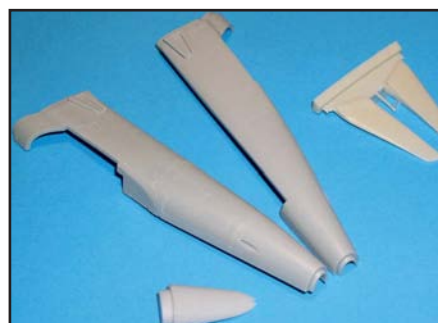
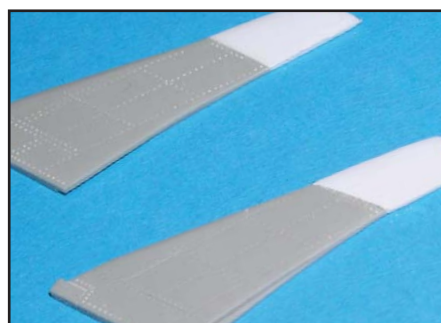
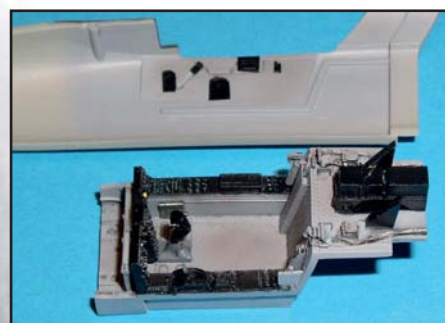
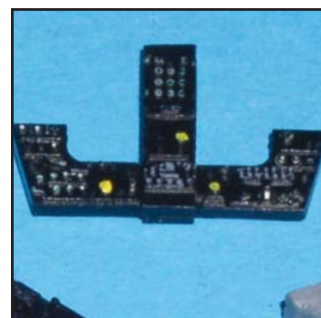
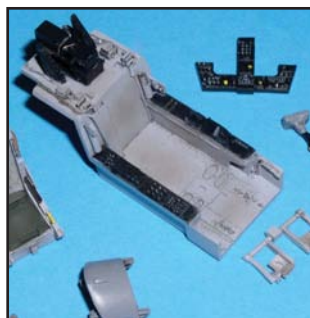
As I wanted to do a Swiss aircraft I had to change the nose, as the Swiss version has some differences from the normal F5E, like the shark nose, the LERX and the chaff/flare dispenser. The last part is provided by AFV Club in the box but not the first two or the radar warning antenna on the front and the back of the fuselage. I managed to get these parts from a fellow modeller in France from an old Revell kit.

A resin nose from MB resin Ref MD48004, which normally made for the Monogram kit but does fit well onto the AFV Club kit, and once glued together the front part is set aside. The main fuselage is built and the whole process can be done quickly as the fit of the parts is so good, you just have to glue them together, the same goes for the wings, where you have the choice to give some dynamics to you model when you glue the slats and the flaps.

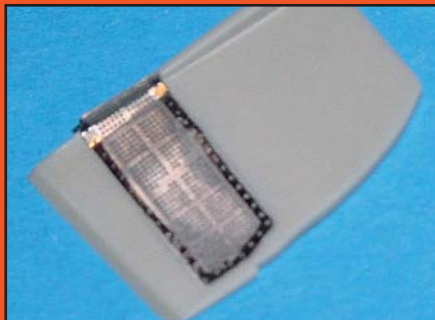
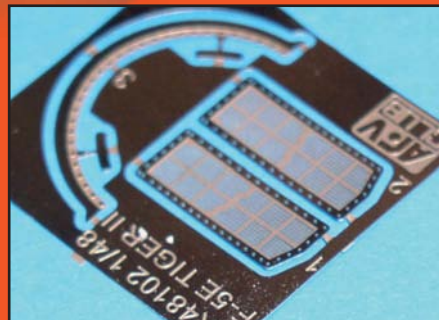
The main assembly is done in no time, the cockpit and the fuselage can now be assembled and a tiny join has to be filled, but it is not strictly necessary as it should disappear under a coat of paint. The LERX are scratch built with a thin plastic card glued and sanded in place.

The model is now assembled and all the surrounding details are prepared for the painting stage, the landing gear, external tank, wheels, landing gears doors..etc.

“AS I WANTED TO DO A SWISS AIRCRAFT, I HAD TO CHANGE THE NOSE, AS THE SWISS VERSION HAS SOME DIFFERENCES FROM THE NORMAL F5E.”



COCKPIT & FUSELAGE ARE JOINED



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PAINTING

The model is masked and polished with a soft cloth before painting, I decide to represent a plane from the "Escadrille 19" based in Sion the Swiss Air Force is one of the last to still flying the F5E, the scheme is rather simple with two tones of grey, the tail fin and the nose are painted with a different shade a grey Gunze H-308 then masked and the light grey is painted, obtained with a mix of 50/50 Gunze H-337/H-311, then the camouflage is spray with Gunze H-307 free hand, as the two colours are really similar you will need good lightning to do so.

Then the entire model is gloss coated with Gunze H-20, the main wheel bay and the jet exhaust are painted at this stage with a large part of the model masked. The model is now ready to receive the decals, which in this case came a sheet issued by Matterhorn-Circle from Switzerland ref MC48009, the sheet is superb and you have the choice for at least 10 different aircraft, being printed with the ALPS system all the decals have to be trimmed separately, time consuming but worth the effort! Once all the markings and stencils were in place, all the water stains were removed and the decals are sealed between another layers of gloss varnish.

The weathering process can start with a dark grey wash in the panels lines, then the complete model is flat varnish coated. After looking at a lot of Swiss Tiger's you notice the different colour tones in the two different greys and to reproduce this effect I worked with different grey colours very diluted and applied them randomly with my airbrush, until I was satisfied with the effect. Note that these aircraft, even though they have been in service for a long time, are extremely well maintained.

It's time to finish the model by gluing all the missing components like the landing gear, external fuel tank...etc....



"NOTE THAT THESE AIRCRAFT, EVEN THOUGH THEY HAVE BEEN IN SERVICE FOR A LONG TIME, ARE EXTREMELY WELL MAINTAINED."





CONCLUSION

AFV Club's first airplane model is a winner! It is such a pleasure to build, the fitting is really good even if the airframe is cut up into different elements, my only request for this kit would be for a smoother surface finish. I will certainly tackle the two-seater that they have just released, to complete my Swiss aircraft collection.

Resin and decals items used on this aircraft can be found at this web-shop address:
<http://www.gdkits.com>.



F5E
Tiger

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